SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

85

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, May 16th, 1915, at 12.01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT, *Vice President and General Manager.*	D. W. CAMPBELL, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*

ASHLAND SUBDIVISION

Eastward **FROM SAN FRANCISCO** **TOWARD SAN FRANCISCO** **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS				Distance from San Francisco via Marysville		Time Table No. 85 May 16, 1915	Distance from Roseburg	Minimum running time between stations for freight trains—minutes.	FIRST CLASS				SECOND CLASS		
	222 Portland Fast Freight	**256** Way Freight	**254** Way Freight	**54** Exposition Special	**16** Oregon Express	**14** Portland Express	**12** Shasta Limited						**13** San Francisco Express	**15** California Express	**53** Exposition Special	**11** Shasta Limited	**255** Way Freight	**253** Way Freight	**221** Portland Fast Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Arrive Mon., Wed., Friday	Arrive Daily
WFOT	9.20PM	12.01PM		6.00PM	**4.50**PM	7.50AM	1.55AM	429.1	DNR	**ASHLAND** 5.5	143.5		s 11.35AM	s **4.50**PM	s 11.00PM	s 3.55AM	10.45AM		3.00AM
49	9.35	12.19		6.12	s 5.02	s 8.02	**2.06**	434.6		TALENT 2.4	138.0		f 11.10	s 4.25	f 10.35	3.37	10.00		**2.06**
25	9.42	12.26		6.17	s 5.07	s 8.07	2.09	437.0		PHOENIX 1.4	135.6		f 11.00	s 4.14	f 10.24	3.31	9.30		1.45
6								438.4		GAS WORKS 0.4	134.2								
8								438.8		VOORHIES 3.0	133.8								
49 W	**10.10**	1.20		s 6.30	s 5.20	s **8.20**	s 2.18	441.8	DN	**MEDFORD** 1.1	130.8		s 10.45	s 4.00	s **10.10**	s 3.20	**8.20**		1.25
26						8.23		442.9		**CRATER LAKE JCT.** 2.8	129.7		10.33	3.47					
111	10.20	1.40		6.40	s 5.30	s 8.30	2.24	445.7	D	CENTRAL POINT 4.5	126.9		s 10.28	s 3.42	s 9.55	3.10	8.00		1.05
30	10.30	2.00		6.48	f 5.39	f 8.40	2.32	450.2	AUTO. BLOCK	TOLO 1.2	122.4		f 10.18	f 3.32	9.45	3.01	7.45		12.55
					f	f		451.4		RAY GOLD (No Siding) 5.8	121.2		f	f					
45	10.50	2.25		7.03	s 5.56	s 8.57	**2.47**	457.2	D	GOLD HILL 2.2	115.4		s 10.02	s 3.15	f 9.31	**2.47**	7.20		12.35
					f	f		459.4		ROCK POINT (No siding) 5.0	113.2		f	f					
48 P	11.15	**2.59**		7.15	s 6.11	s 9.12	2.59	464.9		ROGUE RIVER 9.0	107.7		s 9.48	s **2.59**	f 9.17	2.35	6.55		12.15AM
61 WT	**11.50**	3.45PM	6.00AM	s 7.33	s 6.30	s **9.30**	s 3.20	473.9	DNR	**GRANTS PASS** 2.0	98.7		s **9.30**	s 2.40	s 9.00	s 2.20	6.30AM	2.00PM	**11.50**
20	12.01AM		6.10					475.9		GRANITE (Spur) 2.3	96.7	6						1.40	11.05
30	12.10		6.20	7.48	6.45	9.50	3.30	478.2		DIMMICK 4.3	94.4	7	9.10	2.25	8.38	2.05		1.30	10.55
43	12.25		6.40	7.59	s 6.57	s 10.01	3.40	482.5	D	MERLIN 3.5	90.1	13	s 8.58	s 2.13	f 8.28	1.55		1.10	10.30
6						f		486.0		THREE PINES (Spur) 1.4	86.6	10		f 2.05					
49	12.45		7.00	**8.15**	f 7.11	f 10.13	3.51	487.4	Automatic Block Signals	HUGO 6.4	85.2	4	f 8.47	f 2.02	f **8.15**	1.45		12.50	10.05
39	**1.26**		7.35	8.35	s 7.32	s 10.36	4.07	494.1	DN	LELAND 4.5	78.5	20	f 8.25	s 1.40	f 7.54	**1.26**		12.10PM	9.25
71	1.45		7.50	8.44	**7.43**	10.46	4.16	498.6		POLLARD 3.4	74.0	12	8.14	1.30	**7.43**	1.18		11.50	9.05
41	2.00		**8.07**	**8.51**	s 7.50	s 10.53	4.22	502.0	D	WOLF CREEK 5.9	70.6	10	f **8.07**	s 1.23	f 7.30	1.12		11.40	**8.51**
36 WFT	3.00		8.50	s 9.13	s **8.13**	s **11.14**	4.45	507.9	DN	GLENDALE 1.8	64.7	18	s 7.48	s 1.04	s 7.10	12.54		**11.14**	**8.13**
7						f		509.7		LYSTUL 2.3	62.9	12							
37	3.32		9.05	9.23	f 8.23	f 11.24	4.53	512.0		REUBEN 4.5	60.6		7.34	f 12.44	f 6.50	12.41		9.45	7.15
37 P	3.47		9.25	9.37	f 8.37	f 11.38	5.06	516.5		BRANDT 4.7	56.1	15	7.21	f 12.31	f 6.36	12.28		9.25	7.00
21 WTP	4.09		9.45	9.51	s 8.51	s 11.52	5.19	521.2	DN	WEST FORK 4.4	51.4	15	s 7.07	s 12.17	s 6.22	12.15		9.00	6.40
43	4.24		10.00	10.04	9.04	**12.04**PM	5.31	525.6		COW CREEK 5.8	47.0		6.54	**12.04**PM	6.09	12.02AM		8.40	6.20
50 P	4.49		10.30	10.20	f 9.21	f 12.20	5.45	531.4		PECK 3.8	41.2		6.38	f 11.46	f 5.53	11.47		8.20	6.03
6					f	f		535.2		DOE CREEK (Spur) 5.1	37.4			f					
36	**5.40** **6.20**		**11.20**	10.38	f 9.43	f 12.45	**6.05**	540.3		CORNUTT 3.9	32.3		**6.20**	f **11.20**	f **5.35**	11.29		7.50	**5.35**
48	6.32		11.45	10.45	s 9.50	s 12.55	**6.12**	544.2	DN	RIDDLE 5.1	28.4		f **6.12**	s 11.10	s 5.29	11.23		7.40	5.15
77	6.47		12.05PM	10.53	9.58	1.03	6.20	549.3		WEAVER 1.1	23.3		5.57	10.57	5.21	11.15		7.25	4.58
23 W	6.50		12.20	10.55	s 10.01	s 1.07	6.22	550.4	D	MYRTLE CREEK 4.5	22.2		f 5.55	s 10.55	s 5.19	11.13		7.20	4.55
39	**7.05**		12.40	**11.05**	f 10.11	f 1.18	6.32	554.9		DOLE 3.1	17.7		5.42	f 10.40	f 5.06	**11.05**		**7.05**	4.40
2	7.15		12.55	11.12	f 10.18	f 1.26	6.37	558.0		ROUND PRAIRIE (Spur) 4.0	14.6		5.35	f 10.32	f 4.59	10.58		6.55	4.30
34	7.27		1.10	11.19	f 10.26	s 1.37	**6.43**	562.0	D	DILLARD 4.3	10.6		5.25	s 10.22	s 4.49	10.51		**6.43**	4.15
3								566.3		CARNES (Spur) 1.4	6.3								
49	7.45		1.30	11.33	f **10.40**	f 1.50	6.53	567.7		GREEN 4.9	4.9		5.11	f 10.08	f 4.35	**10.40**		6.15	3.55
150 WTOF	8.00AM		1.50PM	s 11.50PM	s 11.00PM	s 2.05PM	s 7.05AM	572.6	DNR	**ROSEBURG** (143,5)	0.0		5.00AM	9.55AM	4.25PM	10.30PM		6.00AM	3.40PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Daily
	(10.40)	(3.44)	(7.50)	(5.50)	(6.10)	(6.15)	(5.10)			Time over District			(6.35)	(6.55)	(6.35)	(5.25)	(4.15)	(8.00)	(11.20)
	13.45	12.02	12 50	24.78	23.27	22.00	27.77			Average speed per hour			21.79	20.74	21.79	26.51	10.10	12.33	12.66

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Additional flag stops—Nos. 13, 14, 15 and 16—Tunnel 7 Union Creek and Seven Oaks. No. 54 will make non-schedule stops to discharge passengers from points west of Ashland.

ROSEBURG SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS														Time Table No. 85 May 16, 1915
	246	222	230	16	48	14	94	20	18	92	12	54	Distance from San Francisco via Marysville					
	Way Freight	Portland Fast Freight	Way Freight	Oregon Express	Divide Passenger	Portland Express	Passenger	Portland Passenger	Portland Passenger	Passenger	Shasta Limited	Exposition Special						
	Leave Daily Ex. Sunday	Leave Daily	Leave Mon., Wed., Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						STATIONS
150 WTFO		8.55AM	7.30AM	11.15PM		2.15PM			8.10AM		7.10AM	12.05AM	572.6		DNR			**ROSEBURG**
2									f				574.2			1.6		EDENBOWER (Spur)
77		**9.25**	7.45	11.28		s **2.28**			s 8.23		7.22	12.18	577.8			3.6		WINCHESTER
26		9.45	8.00	f 11.36		s 2.36			s 8.34		7.30	12.26	581.4			3.6		WILBUR
77		10.00	8.30	s 11.48		s 2.48			s 8.43		7.40	12.38	586.4		D	5.0		SUTHERLIN
2													587.4			1.0		WHITMORE (Spur)
48 W		10.15	8.52	s 11.58		s 2.58			s 8.52		7.45	12.48	589.1		DN	1.7		OAKLAND
2													590.5			1.4		YOUNGS (Spur)
47		10.35	9.20	12.13AM		f **3.13**			f 9.04		7.57	1.03	595.4			4.9		ISADORA
36 PT		10.45	9.26	12.19		f 3.19			f 9.10		8.02	1.09	597.5			2.1		RICE HILL
77		**11.15**	9.55	s 12.34		s 3.35			s 9.23		**8.15**	1.24	603.7	Automatic Block	D	6.2		YONCALLA
5													606.1			2.4		DEVORE
33 WY		**11.40**	**10.20**	s 12.49		s 3.50			s 9.36		8.28	s 1.37	609.0		DN	2.9		DRAIN
4													610.2			1.2		KREWSON (Spur)
25		11.50	10.35	12.56		f 3.57			f 9.43		8.35	1.44	611.7			1.5		LEONA
77		12.01PM	10.40	12.59		**4.01**			**9.47**		8.37	1.48	613.2			1.5		SAFLEY
8		12.05	10.45	1.03		f 4.04			f 9.52		8.41	1.51	615.2			2.0		ANLAUF
21		12.10	10.50	1.05		4.06			9.54		8.43	1.53	616.1			0.9		CURTIN
49 W		12.15	10.55	1.09		f 4.10			s 9.58		**8.47**	1.57	617.9		D	1.8		COMSTOCK
49 PY		12.40	11.20	1.24	8.00PM	s 4.25			f 10.13		9.01	**2.12**	621.9		R	4.0		**DIVIDE**
2													622.9			1.0		VEATCH (Spur)
31		**1.39**	11.30	1.29	f 8.06	f 4.30			f **10.19**		9.07	2.17	625.0			2.1		LATHAM
52 W		1.50	11.55	s 1.35	s **8.10PM**	s 4.35		**1.35PM**	s 10.25		9.10	s 2.22	626.5		DNR	1.5		**COTTAGE GROVE**
10		2.00	12.05PM	1.42		4.40		f 1.41	s 10.31		9.14	2.30	629.1	Auto. Block		2.6		SAGINAW (Spur)
77		2.05	12.30	**1.47**		4.45		f 1.45	f 10.35		**9.18**	2.34	630.6			1.5		WALKER
33		2.20	12.40	f 1.56		f 4.55		s 1.55	s 10.45		9.26	2.47	635.5		D	4.9		CRESWELL
1													638.9			3.4		MATHEWS (Spur)
77		**2.44**	**1.02**	2.06		5.05		s 2.06	s 10.55		9.36	3.00	640.9	Automatic Block		2.0		GOSHEN
YP	**2.05PM**	3.10	1.15	2.14		5.13	4.55PM	f 2.15	f 11.04	10.05AM	9.43	3.10	644.3			3.4		**SPRINGFIELD JCT.**
													646.3			2.0		P. E. & E. CROSSING
59 WT	2.15PM	3.50	**1.25** **2.40**	s 2.35		s 5.25	s 5.05PM	s **2.23** **2.30**	s 11.17	s 10.15AM	s 9.52	s 3.30	647.3		DNR	1.0		**EUGENE**
108		4.20	3.00	2.45		5.35		s 2.40	s 11.26		10.03	3.40	653.0			5.7		IRVING
								f 2.44					655.1			2.1		LUPER (No siding)
114 WTF		4.55PM	3.30PM	s 3.00AM		s 5.50PM		s 2.55PM	s 11.40AM		10.15AM	s 3.57AM	660.6		DNR	5.5		**JUNCTION CITY**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed., Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(88.0)
	(0.10)	(8.00)	(8.00)	(3.45)	(0.10)	(3.35)	(0.10)	(1.20)	(3.30)	(0.10)	(3.05)	(3.52)						Time over District
	18.00	11.00	11.00	23.40	27.60	24.48	18.00	25.20	24.66	18.00	28.54	22.75						Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 91 and 93; Nos. 16 and 54 are superior to No. 19. No. 16 will stop at Springfield Junction to exchange mail. Nos. 14 and 16 will make non-schedule stops to discharge passengers from points west of Cottage Grove, and No. 54 from west of Ashland.

ROSEBURG SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 85 May 16, 1915		Distance from Junction City	Minimum running time between stations for freight trains—minutes.	FIRST CLASS								SECOND CLASS											Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
					13	15	91	53	17	93	19	11	221	229	245									
					San Francisco Express	California Express	Passenger	Exposition Special	Roseburg Passenger	Passenger	Divide Passenger	Shasta Limited	Portland Fast Freight	Way Freight	Way Freight									
	STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday									
DNR	**ROSEBURG**	1.6	88.0		s 4.40AM	s 9.45AM		s 4.10PM	s 5.50PM			s 10.20PM	1.20PM	3.00PM									150	WTFO
	EDENBOWER (Spur)	3.6	86.4	15					f														2	
	WINCHESTER	3.6	82.8	10	4.24	f **9.25**		3.55	s 5.34			10.05	12.55	**2.28**									77	
	WILBUR	5.0	79.2	15	4.13	s 9.13		3.46	s 5.25			9.57	12.40	1.55									26	
D	SUTHERLIN	1.0	74.2		f 3.59	s 9.00		s 3.33	s 5.12			9.47	12.20	1.30									77	
	WHITMORE (Spur)	1.7	73.2	7																			2	
DN	OAKLAND	1.4	71.5		s 3.48	s **8.52**		s 3.26	s 5.05			9.40	12.10PM	1.20									48	W
	YOUNGS (Spur)	4.9	70.1	18																			2	
	ISADORA	2.1	65.2	6	3.33	f 8.40		**3.13**	f 4.51			9.28	11.50	12.50									47	
	RICE HILL	6.2	63.1	18	3.28	8.33		3.05	f 4.45			9.23	11.40	12.40									36	PT
Automatic Block D	YONCALLA	2.4	56.9		3.10	s **8.15**		f 2.47	s 4.28			9.08	**11.15**	12.05PM									77	
	DEVORE	2.9	54.5	15																			5	
DN	DRAIN	1.2	51.6		s 2.57	s 7.56		s 2.34	s 4.15			8.58	**10.20**	11.40									33	WY
	KREWSON (Spur)	1.5	50.4																				4	
	LEONA	1.5	48.9		2.46	f 7.44		2.12	f 4.06			8.48	9.55	11.20									25	
	SAFLEY	2.0	47.4	27	2.42	7.41		2.09	**4.01**			8.45	**9.47**	11.10									77	
	ANLAUF	0.9	45.4		2.37	f 7.37		2.05	f 3.52			8.41	9.00	11.00									8	
	CURTIN	1.8	44.5		2.34	7.35		2.03	3.50			8.39	8.55	10.57									21	
D	COMSTOCK	4.0	42.7	12	2.29	f 7.31		1.59	s 3.46			8.36	**8.47**	10.50									49	W
	DIVIDE	1.0	38.7		**2.12**	f 7.18		1.46	f 3.33		s 7.50PM	8.26	8.15	10.30									49	PY
	VEATCH (Spur)	2.1	37.7																				2	
	LATHAM	1.5	35.6		2.04	7.10		**1.39**	f 3.26		f 7.43	8.20	8.00	**10.19**									31	
DNR	**COTTAGE GROVE**	2.6	34.1		s 2.00	s 7.06		s **1.35**	s 3.23		s 7.40	**8.17**	7.55	9.45									52	W
Autom. Block	SAGINAW (Spur)	1.5	31.5		1.52	6.56		1.26	s 3.13		s 7.32	8.12	7.45	9.25									10	
	WALKER	4.9	30.0		**1.47**	6.52		1.22	f 3.09		f 7.28	8.09	7.40	**9.18**									77	
D	CRESWELL	3.4	25.1		f 1.35	f 6.42		f 1.12	s 2.58		s 7.16	8.01	7.20	8.50									33	
	MATHEWS (Spur)	2.0	21.7																				1	
Automatic Block	GOSHEN	3.4	19.7		1.24	6.30		**1.02**	s **2.44**		s 7.05	7.53	7.00	8.30									77	
	SPRINGFIELD JCT.	2.0	16.3		1.14	f 6.20	7.30AM	12.53	f 2.33	2.40PM	f 6.57	7.46	6.45	8.10	8.40AM									YP
	P. E. & E. CROSSING	1.0	14.3																					
DNR	**EUGENE**	5.7	13.3		s 1.05	s 6.10	7.20AM	s 12.46	s **2.23**	2.30PM	s 6.50	s 7.41	6.30	7.50	8.30AM								59	WT
	IRVING	2.1	7.6		12.49	5.49		12.33	s 2.02		s 6.35	7.30	6.05	7.20									108	
	LUPER (No Siding)	5.5	5.5		12.45	5.45			1.58		f 6.31	7.26												
DNR	**JUNCTION CITY**		0.0		12.35AM	5.35AM		12.20PM	1.48PM		6.22PM	7.17PM	5.45AM	7.00AM									114	WFT
	(88.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday									
	Time Over District				(4.05)	(4.10)	(0.10)	(3.50)	(4.02)	(0.10)	(1.28)	(3.03)	(7.35)	(8.00)	(0.10)									
	Average speed per hour				21.95	21.40	18.00	23.10	21.78	18.00	26.34	28.85	11.58	11.00	18.00									

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 91 and 93; Nos. 16 and 54 are superior to No. 19. No. 15 will stop at Springfield Junction to exchange mail.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS							FIRST CLASS										Distance from San Francisco via Marysville	Time Table No. 85 May 16, 1915
	244	88	232	228	226	234	222	14	84	20	142	18	12	28	10	54	16		
	Way Freight	Mixed	Way Freight	Way Freight	Way Freight	Way Freight	Portland Fast Freight	Portland Express	Passenger	Portland Passenger	P. R. & N. Passenger	Portland Passenger	Shasta Limited	Willamette Limited	Silverton Passenger	Exposition Special	Oregon Express		
	Leave Mon., Wed., Fri.	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
114 WTF				11.30PM			6.35PM	5.57PM		2.57PM		11.42AM	10.17AM			4.00AM	3.02AM	660.6	DNR **JUNCTION CITY**
48				11.45			**7.05**	f **6.07**		s 3.07		s 11.51	10.26			4.10	3.12	665.1	4.5 D HARRISBURG
10				11.55			7.15	6.12		f 3.12		f 11.56	10.30			4.15	3.17	668.2	3.1 ALFORD (Spur)
77				**12.12AM**			7.20	6.16		3.16		**11.59**	10.34			**4.19**	3.21	670.7	2.5 FOLK
47 P				12.40			7.29	6.20		s 3.21		s 12.05PM	10.38			4.25	3.27	673.8	3.1 D HALSEY
104				1.10			7.42	6.28		s 3.31		s 12.15	10.45			4.34	**3.36**	679.0	5.2 D SHEDD
102				1.45			**7.55**	**6.37**		s 3.41		s 12.26	10.53			**4.44**	3.46	684.6	5.6 TANGENT
P	2.00PM	11.50AM		2.20			8.07	6.52	6.42PM	3.50		12.36	11.01	8.23AM		4.53	3.55	689.7	5.1 **ALBANY JUNCTION**
75 WYFO	2.05PM	s 11.55AM		**2.30AM**	8.40AM		8.25	s **7.05**	s 6.47PM	s 4.00		¶ **12.40** **1.05**	s **11.06**	s 8.30		s 5.00	s 4.02	690.9	1.2 DNR **ALBANY**
																		691.3	0.4 C. & E. CROSSING
48					8.50		8.40	7.15		f 4.10		f 1.15	**11.15**	f 8.39		5.09	**4.15**	695.4	4.1 MILLERSBURG
46					9.05		8.55	7.22		s 4.18		s 1.23	11.21	f 8.46		5.15	4.24	699.5	4.1 D JEFFERSON
77					9.20		9.17	7.30		s 4.27		s 1.31	11.29	f 8.54		5.24	4.33	704.2	4.7 D MARION
78					**9.55**		9.35	7.42		s **4.40**		s 1.42	**11.40**	f 9.05		5.34	4.44	710.7	6.5 D TURNER
								7.47		s 4.45		f 1.46	11.44	f 9.09		5.38	4.48	713.3	2.6 STATE SCHOOL (No siding)
77					10.15		9.55	7.53		4.51		1.52	11.50	**9.15**		5.44	4.54	717.4	4.1 SOUTH SALEM
117 WYO					**10.35**		**10.38**	s 8.00		s 5.00		s 2.00	s 11.55	s 9.22		s 5.50	s 5.00	718.2	0.8 DN **SALEM**
19					**11.02**		11.10	8.10		s 5.10		s 2.10	12.03PM	f 9.31		f 5.59	5.10	723.3	5.1 CHEMAWA
75					11.15		**11.30**	8.17		s **5.21**		s 2.18	12.11	f 9.39		6.07	5.18	726.9	3.6 BROOKS
28					11.35		11.50	8.26		s 5.30		s 2.28	12.20	f 9.49		6.16	5.27	732.1	5.2 D GERVAIS
77					11.59		11.55	8.29		**5.37**		2.31	12.23	**9.55**		6.19	5.30	734.5	2.4 SOUTH WOODBURN
141 WYF					**12.26PM**		12.10AM	s 8.33		s 5.42		s 2.45	**12.26**	s 10.03	s 7.57AM	s **6.25**	s 5.34	735.2	0.7 DNR **WOODBURN**
6																		736.2	1.0 HOFER (Spur)
49					12.50		12.30	8.40		s 5.51		s 2.53	12.32	f 10.11	s 8.05	6.32	**5.40**	738.8	2.6 D HUBBARD
77					1.00		12.40	8.44		5.56		2.58	12.36	**10.16**	8.09	6.37	5.45	741.6	2.8 HITO
18					1.10		12.45	8.48		s 6.00		s 3.03	12.39	f 10.19	s 8.14	6.40	5.49	743.2	1.6 D AURORA
36 W					1.20		12.51	8.53		s 6.04		s **3.09**	12.43	10.23	s 8.18	6.44	5.54	745.2	2.0 BARLOW
39					1.30		12.57	8.57		s 6.09		s 3.15	12.46	s 10.26	s 8.24	6.47	5.58	746.8	1.6 D **CANBY**
13																		748.7	1.9 WIGGINS (Spur)
4					1.40		1.10	9.05		s 6.17		s 3.23	12.52	10.32	s 8.31	6.54	6.06	750.1	1.4 NEW ERA (Spur)
34					1.42		1.13	9.07		f 6.18		3.25	12.54	10.34	f 8.32	6.55	6.08	750.8	0.7 COALCA
31					1.47		1.20	**9.14**		6.23		3.30	12.58	10.38	8.37	6.59	6.13	752.9	2.1 PULP
41 W					2.00		1.30	s **9.20**		s 6.30		s 3.37	1.05	s 10.45	s 8.47	s 7.07	s 6.23	755.5	2.6 DN OREGON CITY
																		756.1	0.6 W. V. S. CROSSING
5					2.10		1.36	9.26		6.36		f 3.42	1.09	10.49	f 8.53	7.12	6.29	757.3	1.2 PARK PLACE (Spur)
57					**2.32**		**1.59**	9.33		s **6.47**		s 3.50	1.15	f 10.55	s **9.04**	f 7.19	f 6.36	760.0	2.7 CLACKAMAS
2																		760.4	0.4 LAIDLAW (Spur)
9																		761.0	0.6 HASKELL
48					2.47		2.15	9.40		f 6.54		3.57	1.22	11.02	f **9.17**	7.27	6.47	764.1	3.1 EAST MILWAUKEE
P			3.15PM		2.51	4.16AM	2.19	9.42		6.56	5.34PM	3.59	1.24	11.04	9.20	7.29	6.49	765.2	1.1 **WILLSBURG JCT.**
6			3.17		2.52	4.18	2.20	9.43		f 6.57	5.35	4.00	1.25	11.05	f 9.21	7.30	6.50	765.6	0.4 WILLSBURG (Spur)
155 WFTO			3.25PM		3.00PM	4.30AM	2.30AM	9.49		s 7.01	s 5.41	s **4.09**	1.28	11.09	s 9.25	7.35	6.55	767.5	1.9 DNR **BROOKLYN**
								s 10.05		s 7.12	s 5.52	s **4.25**	s 1.39	s 11.20	s 9.35	s **7.50**	s 7.10	769.7	2.2 EAST MORRISON ST.
								s 10.15PM		s 7.20PM	s 6.00PM	s 4.35PM	s 1.50PM	s 11.30AM	s 9.45AM	s 8.00AM	s 7.20AM	771.0	1.3 DNR **PORTLAND**
	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(110.4)
	(0.05)	(0.05)	(0.10)	(3.00)	(6.20)	(0.14)	(7.55)	(4.18)	(0 05)	(4.23)	(0.26)	(4.53)	(3.33)	(3.07)	(1.48)	(4.00)	(4 18)		..........Time over District
	14.40	14.40	14.22	10 02	12.64	9.86	13.95	25.68	14.10	25.18	13.38	22.60	31 09	26 08	19.89	27.60	25.68		..........Average speed per hour

Automatic Block Signals (Hito to East Morrison St.)

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 16, 54, 10, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to Nos. 53, 17, 19, 11 and 27; Nos. 12, 18 and 20 are superior to No. 81; Nos. 14, 16 and 54 are superior to No. 27. No. 20 stops on flag at Fair Grounds. Nos. 14 and 16 will make non-schedule stops to discharge passengers from points west of Cottage Grove; No. 54 from points west of Ashland, and No. 28 from C. & E., S. F., C. & W., Salem-Geer, Lebanon and Woodburn-Springfield branches.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 85
May 16, 1915

		Distance from Portland	FIRST CLASS											SECOND CLASS								Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
			15	81	141	53	17	19	11	27	9	13		243	225	85	227	231	221	233			
			California Express	Passenger	P. R. & N. Passenger	Exposition Special	Roseburg Passenger	Cottage Grove Passenger	Shasta Limited	Willamette Limited	Silverton Passenger	San Francisco Express		Way Freight	Way Freight	Mixed	Way Freight	Way Freight	Portland Fast Freight	Way Freight			
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Daily	Arrive Daily Ex. Sunday			
DNR	**JUNCTION CITY**	110.4	s 5.32AM			s 12.17PM	s 1.45PM	s 6.20PM	7.15PM			s 12.32AM					10.30PM		5.15AM			114	WTF
D	4.5 HARRISBURG	105.9	f 5.21			12.08	s 1.35	s **6.07**	**7.05**			f 12.22					10.00		4.50			48	
	3.1 ALFORD (Spur)	102.8	5.15			12.03PM	f 1.29	f 6.01	7.00			12.17					9.30		4.29			10	
	2.5 FOLK	100.3	5.10			**11.59**	1.25	5.57	6.56			**12.12**					9.20		**4.19**			77	
D	3.1 HALSEY	97.2	5.05			11.54	s 1.20	s 5.53	6.52			12.07AM					9.05		4.00			47	P
D	5.2 SHEDD	92.0	4.55			11.47	s 1.11	s 5.44	6.45			11.58					8.25		**3.36**			104	
	5.6 TANGENT	86.4	**4.44**			11.39	s 1.02	s 5.35	**6.37**			11.48					**7.55**		3.00			102	
	5.1 **ALBANY JUNCTION**	81.3	4.34	6.44AM		11.32	12.53	5.27	6.30	7.09PM		11.40		6.05AM		1.05PM	7.35		2.40				P
DNR	1.2 **ALBANY**	80.1	s 4.30	6.40AM		s 11.30	**12.50** ¶**12.25**	s 5.25	s 6.28	s **7.05**		s 11.37		6.00AM	**11.00AM**	1.00PM	7.30PM		**2.30**			75	WYFO
	0.4 C. & E. CROSSING	79.7																					
	4.1 MILLERSBURG	75.6	**4.15**			**11.15**	f 12.10	f 5.11	6.18	f 6.52		11.22			10.45				1.50			48	
D	4.1 JEFFERSON	71.5	4.06			11.07	s 12.02PM	s 5.03	6.12	f 6.45		11.14			10.30				1.35			46	
D	4.7 MARION	66.8	3.57			11.00	s 11.52	s 4.53	6.05	f 6.37		11.05			10.15				1.20			77	
D	6.5 TURNER	60.3	3.46			10.49	s **11.40**	s **4.40**	5.55	f 6.25		10.53			**9.55**				1.00			78	
	2.6 STATE SCHOOL (No Siding)	57.7	3.41			10.43	f 11.29	s 4.32	5.50	f 6.19		10.47											
	4.1 SOUTH SALEM	53.6	3.34			10.37	11.22	4.22	5.45	6.12		10.40			**9.15**				12.35			77	
DN	0.8 **SALEM**	52.8	s 3.32			s **10.35**	s 11.20	s 4.20	s 5.43	s 6.10		s **10.38**			8.10				12.01AM			117	WYO
	5.1 CHEMAWA	47.7	3.16			10.20	s **11.02**	s 4.05	5.27	f 5.54		f 10.22			7.50				11.40			19	
	3.6 BROOKS	44.1	3.09			10.12	s 10.53	s 3.57	**5.21**	f 5.48		10.15			7.35				**11.30**			75	
D	5.2 GERVAIS	38.9	2.59			10.00	s 10.43	s 3.47	5.13	f 5.40		10.05			7.15				11.10			28	
	2.4 SOUTH WOODBURN	36.5	2.55			**9.55**	10.37	3.42	5.09	**5.37**		10.02			6.45				11.00			77	
DNR	0.7 **WOODBURN**	35.8	s 2.53			s 9.53	s 10.35	s 3.40	5.07	s 5.35	s 7.45PM	s 10.00			**6.25**				10.45			141	WYF
	1.0 HOFER (Spur)	34.8																				6	
D	2.6 HUBBARD	32.2	2.46			9.45	s 10.23	s 3.26	5.01	5.28	s 7.37	9.50			**5.40**				10.25			49	
	2.8 HITO	29.4	2.41			9.41	**10.16**	3.19	4.57	5.24	7.32	**9.44**			5.15				10.18			77	
D	1.6 AURORA	27.8	2.37			9.38	s 10.12	s 3.14	4.54	5.21	s 7.28	9.39			5.05				10.10			18	
	2.0 BARLOW	25.8	2.33			9.34	s 10.06	s **3.09**	4.50	5.17	s 7.23	9.33			4.50				10.05			36	W
D	1.6 **CANBY**	24.2	2.30			9.31	s 10.02	s 3.05	4.47	s 5.14	s 7.19	9.29			4.40				9.55			39	
	1.9 WIGGINS (Spur)	22.3																				13	
	1.4 NEW ERA (Spur)	20.9	2.22			9.25	s 9.52	s 2.54	4.41	5.08	s 7.11	9.21			4.15				9.42			4	
	0.7 COALCA	20.2	2.20			9.24	9.50	f 2.52	4.40	5.07	f 7.10	9.20			4.10				9.40			34	
	2.1 PULP	18.1	2.16			9.20	9.45	2.48	4.36	5.03	7.05	**9.14**			4.00				9.35			31	
DN	2.6 OREGON CITY	15.5	s 2.10			s 9.15	s 9.40	s 2.43	4.31	s 4.58	s 7.00	s 9.05			3.50				**9.20**			41	W
	0.6 W. V. S. CROSSING	14.9																					
	1.2 PARK PLACE (Spur)	13.7	2.05			9.09	f 9.30	2.37	4.27	4.51	f 6.53	8.55			3.30				9.09			5	
	2.7 CLACKAMAS	11.0	**1.59**			**9.04**	s 9.25	s **2.32**	4.22	f 4.46	s **6.47**	8.48			3.20				9.01			57	
	0.4 LAIDLAW (Spur)	10.6																				2	
	0.6 HASKELL	10.0																				9	
	3.1 EAST MILWAUKEE	6.9	1.52			8.56	**9.17**	f 2.25	4.16	4.39	f 6.37	8.40			3.09				8.53			48	
	1.1 **WILLSBURG JCT.**	5.8	1.50		8.09AM	8.54	9.15	2.23	4.14	4.37	6.35	8.38			3.06			6.09AM	8.50	11.57PM			P
	0.4 WILLSBURG (Spur)	5.4	1.49		8.08	8.53	9.14	f 2.22	4.13	4.36	f 6.34	8.37			3.05			6.07		11.56		6	
DNR	1.9 **BROOKLYN**	3.5	1.45		s 8.02	8.49	s 9.09	s 2.18	**4.09**	4.32	s 6.30	8.33			3.00AM			6.00AM	8.45PM	11.50PM		155	WTFO
	2.2 EAST MORRISON ST.	1.3	1.35		s **7.52**	s 8.38	s 8.58	s 2.08	3.58	s **4.23**	s 6.18	s 8.23											
DNR	1.3 **PORTLAND**	0.0	1.30AM		7.45AM	8.30AM	8.50AM	2.00PM	3.50PM	4.15PM	6.10PM	8.15PM											
	110.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Daily	Leave Daily Ex. Sunday			
	Time over District		(4 02)	(0.04)	(0.24)	(3.47)	(4.55)	(4.20)	(3.25)	(2.54)	(1.35)	(4 17)		(0.05)	(8.00)	(0.05)	(3.00)	(0.09)	(8 30)	(0.07)			
	Average speed per hour		27.80	17.48	14.46	29.18	24.09	25.47	32.31	27.93	22.61	25.70		14.40	9.57	14.40	10.08	18.06	12.56	19.68			

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 16, 54, 10, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to Nos. 53, 17, 19, 11 and 27; Nos. 12, 18 and 20 are superior to No. 81; Nos. 14, 16 and 54 are superior to No. 27. No. 19 stops on flag at Fair Grounds.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

		SECOND CLASS			FIRST CLASS																	
		234 Way Freight	**236** Way Freight	**232** Way Freight	**118** Forest Grove Electric	**110** Whiteson Electric	**102** West Side Electric	**142** P. R. & N Passenger	**116** Forest Grove Electric	**352** East Side Electric	**108** McMinnville Electric	**358** McMinnville Electric	**114** Forest Grove Electric	**104** West Side Electric	**354** East Side Electric	**106** McMinnville Electric	**112** Forest Grove Electric	**120** Reedville Electric	**356** McMinnville Electric	Distance from Corvallis		**Time Table No. 85** May 16, 1915
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
			6.50PM	**10.00**AM		5.15PM	3 25PM			3.15PM				8.35AM	8.25AM					42.2	DR	**WHITESON**
		8.30PM	7.00PM	10.15		s 5.30	s 3.37			s 3.25	1.10PM	12.45PM		s 8.45	s 8.35	6.30AM			6.05AM	46.5	DR	4.3 **McMINNVILLE**
		8.47		10.25AM		f 5.39	f 3.43			s 3.33PM	f 1.15	s 12.50PM		f 8.51	s 8.41AM	f 6.36			s 6.10AM	49.7		3.2 **ST. JOSEPH**
		9.05				s 5.46	s 3.52				s 1.22			s 8.58		s 6.43				53.8	D	4.1 CARLTON
		9.15				s 5.52	s 4.01				s 1.28			s 9.06		s 6.49				57.2		3.4 YAMHILL
		9.25				f 5.57	f 4.07				f 1.33			f 9.12		f 6.54				59.6		2.4 COVE ORCHARD (Spur)
		9.35				f 6.02	f 4.13				f 1.39			f 9.17		f 6.59				62.2		2.6 WAPATO (Spur)
		9.45				s 6.07	s 4.19				s 1.45			s 9.24		s 7.04				64.6	D	2.4 GASTON
		9.50				f 6.09	s 4.21				f 1.46			s 9.26		f 7.06				65.3		0.7 **PATTON**
		9.55				f 6.11	f 4.23				f 1.48			f 9.29		f 7.08				66.4		1.1 SEGHERS (Spur)
						f					f			f		f				67.7		1.3 TEFFER (No Siding)
		10.05				s 6.15	s 4.27				s 1.52			s 9.34		s 7.12				68.5		0.8 DILLEY
		10.10				6.16	4.28				1.53			9.35		7.13				69.2		0.7 DETOUR
						f					f			f		f				69.5		0.3 RETLAW (No Siding)
		11.10			9.35PM	s 6.22	s 4.34		3.55PM		s 2.00		12.35PM	s 9.42		s 7.20	6.35AM			70.5	DR	1.0 **FOREST GROVE**
					f	f	f		f		f		f	f		f	f			71.8		1.3 EDDY (No siding)
		11.15			f 9.38	f 6.25	4.39		f 3.58		f 2.03		f 12.38	f 9.46		f 7.24	f 6.38			72.3		0.5 CATCHING
		11.20			s 9.40	s 6.27	s 4.42		s 4.00		s 2.05		s 12.40	s 9.49		s 7.26	s 6.40			72.4		0.9 CORNELIUS
					f	f			f		f		f	f		f	f			73.2		0.8 KILLGORE (No siding)
					f 9.43	f 6.30	4.46		f 4.03		f 2.08		f 12.43	f 9.53		f 7.29	f 6.43			74.3		1.1 JOBE
		11.30			9.45	6.33	4.48		4.05		2.10		12.45	9.55		7.31	6.45			75.7		1.4 RANGE
		12.05AM			s 9.50	s 6.40	s 4.53	4.33PM	s 4.10		s 2.15		s 12.50	s 10.02		s 7.36	s 6.50			76.5	DR	0.8 **HILLSBORO**
		12.09			9.53	6.44	4.57	4.35	4.14		2.18		12.53	10.06		7.40	6.53			77.4		0.9 TILLAMOOK JCT.
		12.12			f 9.55	f 6.46	5.00	4.38	f 4.16		f 2.20		f 12.55	f 10.10		f 7.43	f 6.56			77.6		1.2 NEWTON (Spur)
		12.15			f 9.57	f 6.47	5.02	4.40	f 4.20		f 2.22		f 12.57	f 10.12		f 7.45	f 6.58			78.6		1.0 MATSON (Spur)
		12.17			f 9.58	f 6.49	5.04	4.41	f 4.22		f 2.23		f 12.58	f 10.13		f 7.46	f 6.59			79.6		0.7 WITCH HAZEL (No Siding)
		12.25			s 10.00	s 6.52	s 5.06	4.43	s 4.24		s 2.25		s 1.00	s 10.17		s 7.50	s 7.02	6.10AM		80.6	R	1.3 **REEDVILLE**
		12.30			f 10.03	f 6.56	s 5.09	4.46	f 4.27		f 2.28		f 1.03	f 10.20		s 7.54	f 7.05	f 6.13		82.1		1.5 ALOHA
		12.35			f 10.05	f 6.58	f 5.11	4.48	f 4.29		f 2.30		f 1.05	f 10.22		s 7.57	f 7.07	f 6.14		82.8		0.7 HUBER
		12.40			f 10.07	f 7.00	f 5.13	4.50	f 4.31		f 2.32		f 1.07	f 10.24		f 8.00	f 7.09	f 6.16		83.9		1.1 ST. MARYS
		1.15AM			s 10.11	s 7.05	s 5.17	s 4.54PM	s 4.35		s 2.36		s 1.11	s 10.29		s 8.05	s 7.12	s 6.20		85.1	DR	1.2 **BEAVERTON**
					f 10.16	f 7.10	f 5.22		f 4.40		f 2.42		f 1.17	f 10.34		f 8.10	f 7.17	f 6.25		87.4		2.3 (O. E. Crossing) RALEIGH (No siding)
					f 10.18	f 7.12	5.24		f 4.42		f 2.44		f 1.19	f 10.36		f 8.12	f 7.19	f 6.27		88.2		0.8 OLSEN (Spur)
					f 10.19	f 7.13	f 5.25		f 4.43		f 2.46		f 1.20	f 10.37		f 8.13	f 7.20	f 6.28		88.5		0.3 SHATTUCK (Spur)
					f	f			f		f		f	f		f	f	f		89.2		0.7 WOODROW (No siding)
					f	f			f		f		f	f		f	f	f		90.2		1.0 DOSCH (No siding)
					s 10.24	s 7.16	s 5.30		s 4.48		s 2.52		s 1.26	s 10.44		s 8.18	s 7.25	s 6.33		90.7		0.5 BERTHA
					f	f			f		f		f	f		f	f	f		91.8		1.1 3RD & MILES STS. (No Siding)
					f 10.30	f 7.22	f 5.36		f 4.54		f 2.58		f 1.33	f 10.51		f 8.24	f 7.33	f 6.39		93.5		1.7 BANCROFT
					f	f	f		f		f		f	f		f	f	f		94.2		0.7 HOOKER ST. (No Siding)
					s 10.40	s 7.32	s 5.45		s 5.03		s 3.08		s 1.41	s 11.00		s 8.33	s 7.43	s 6.50		95.1		0.9 **4TH & JEFFERSON STS.**
					s 10.50	s 7.40	s 5.50		s 5.10		s 3.15		s 1.48	s 11.05		s 8.40	s 7.50	s 6.55AM		95.7		0.6 **BURNSIDE ST.**
					s 10.55PM	s 7.45PM	s 5.55PM		s 5.15PM		s 3.20PM		s 1.55PM	s 11.10AM		s 8.45AM	s 7.55AM			96.2	DNR	0.5 **PORTLAND**
		Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	ArriveTues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(54.0)
		(4.45)	(0.10)	(0.25)	(1.20)	(2.30)	(2.30)	(0.21)	(1.20)	(0.18)	(2.10)	(0.05)	(1.20)	(2.35)	(0.16)	(2.15)	(1.20)	(0 45)	(0.05)			........................Time over District
		8.13	25.80	18.00	19.88	21.60	21.60	27.42	19.88	24.33	22.98	37.20	19.88	20.90	27.37	22.14	19.83	20.13	37.20			..................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: All Eastward first class trains except No. 120 are superior to No. 119.

See pages 10, 11, and 12 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Yamhill, Alder, Washington and Flanders Sts., Portland. Additional flag stops: all trains North Range and Fir Sts., on Main St. East of P. R. & N. Crossing and West of 6th St., Fir and 6th Sts., and 10th St. (near City Park), Hillsboro; 3rd and 5th Sts. and3rd Avenue, Forest Grove, except No. 102, Motts Farm, M. P. 10.1,Tobias M. P. 14.8; Krono M. P. 38.1; Batan M. P. 40.5; Howe's farm M. P. 45.3; Sight M. P. 47.4. No. 142 stops to discharge passengers from P. R. & N. **Time of S. P. Steam and P. R. & N. Trains at Hillsboro apply at Steam Station.**

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 85 May 16, 1915	Distance from Portland	FIRST CLASS																SECOND CLASS			Capacity of Sidings in cars and location of scales, water, fuel, telephone and turning stations.
			119 Reedville Electric	101 West Side Electric	141 P. R. & N. Passenger	351 East Side Electric	107 McMinnville Electric	111 Forest Grove Electric	355 McMinnville Electric	113 Forest Grove Electric	121 Whiteson Electric	103 West Side Electric	353 East Side Electric	357 McMinnville Electric	115 Forest Grove Electric	105 McMinnville Electric	117 Forest Grove Electric	109 McMinnville Electric	233 Way Freight	235 Way Freight	231 Way Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	
DR	**WHITESON**	54.0		s 9.45AM		s 9.55AM					s 5.10PM	s 6.00PM	s 6.10PM							10.40AM	11.20AM	16 PWYE
DR	4.3 **McMINNVILLE**	49.7		s 9.30		s 9.40	s 10.55AM		s 11.35AM		5.00PM	s 5.50	s 6.00	s 7.30PM		s 8.25PM		s 1.25AM	7.50AM	10.30AM	11.05	50 PE
	3.2 **ST. JOSEPH**	46.5		s 9.20		9.34AM	s 10.47		11.29AM			s 5.39	5.49PM	7.24PM		s 8.17		s 1.17	7.35		10.30AM	22 PFYE
D	4.1 CARLTON	42.4		s 9.12			s 10.40					s 5.30				s 8.10		s 1.10	6.43			30 PE
	3.4 YAMHILL	39.0		s 9.06			s 10.33					s 5.21				s 8.03		s 1.04	5.25			20 PE
	2.4 COVE ORCHARD (Spur)	36.6		f 8.59			f 10.28					f 5.15				f 7.58		f 12.59	5.05			14 PE
	2.6 WAPATO (Spur)	34.0		f 8.54			f 10.23					f 5.09				f 7.53		f 12.54	4.55			11 PE
D	2.4 GASTON	31.6		s 8.49			s 10.18					s 5.04				s 7.48		s 12.49	4.45			17 PWE
	0.7 **PATTON**	30.9		s 8.47			f 10.16					s 5.02				f 7.46		f 12.47	4.30			31 PE
	1.1 SEGHERS (Spur)	29.8		f 8.45			f 10.14					f 5.00				f 7.44		f 12.45	4.25			20 P
	1.3 TEFFER (No siding)	28.5					f					f				f		f				
	0.8 DILLEY	27.7		s 8.41			s 10.11					s 4.56				s 7.41		s 12.42	4.15			21 PE
	0.7 DETOUR	27.8		8.38			10.08					4.54				7.38		12.38	4.05			E
	0.3 RETLAW (No siding)	27.5					f					f				f		f				
DR	1.0 **FOREST GROVE**	26.5		s 8.35			s 10.05	s 12.15PM		s 3.35PM		s 4.50			s 7.00PM	s 7.35	s 9.20PM	s 12.35	4.00			10 PE
	1.3 EDDY (No siding)	25.2					f	f		f		f			f	f	f	f				
	0.5 CATCHING	24.7		8.27			f 9.59	f 12.10		f 3.27		f 4.44			f 6.52	f 7.27	f 9.12	f 12.27	2.50			PE
	0.9 CORNELIUS	23.8		s 8.25			s 9.57	s 12.08		s 3.25		s 4.42			s 6.50	s 7.25	s 9.10	s 12.25	2.45			28 PE
	0.8 KILLGORE (No siding)	23.0					f			f		f			f	f	f	f				
	1.1 JOBE	21.9		8.20			f 9.53	f 12.05		f 3.21		f 4.36			f 6.47	f 7.22	f 9.07	f 12.22				3 PE
	1.4 RANGE	21.5		8.18			9.48	12.02PM		3.18		4.33			6.44	7.19	9.04	12.19	2.35			PE
DR	0.8 **HILLSBORO**	20.7		s 8.15	s 9.12AM		s 9.45	s 11.59		s 3.15		s 4.30			s 6.40	s 7.15	s 9.00	s 12.15	2.30			75 PYE
	0.9 TILLAMOOK JCT.	19.8		8.10	9.09		9.39	11.53		3.08		4.24			6.33	7.08	8.54	12.09	1.50			PE
	1.2 NEWTON (Spur)	18.6		8.08	9.06		f 9.37	f 11.51		f 3.06		f 4.22			f 6.31	f 7.06	f 8.52	f 12.07	1.45			7
	1.0 MATSON (Spur)	17.6		8.06	9.04		f 9.35	f 11.49		f 3.04		f 4.20			f 6.29	f 7.04	f 8.50	f 12.05	1.40			10 PE
	0.7 WITCH HAZEL (No siding)	16.9		8.04	9.03		f 9.33	f 11.47		f 3.02		f 4.19			f 6.27	f 7.02	f 8.48	f 12.03	1.35			
R	1.3 **REEDVILLE**	15.6	s 6.08AM	s 8.02	f 9.00		s 9.31	s 11.45		s 3.00		s 4.16			s 6.25	s 7.00	s 8.45	s 12.01AM	1.30			19 PE
	1.5 ALOHA	14.1	f 6.05	s 7.58	8.57		f 9.28	f 11.42		f 2.57		f 4.13			s 6.22	s 6.56	f 8.42	f 11.58				3
	0.7 HUBER	13.4	f 6.04	f 7.57	8.56		f 9.26	f 11.41		f 2.56		f 4.11			s 6.21	s 6.53	f 8.41	f 11.56				7 PE
	1.1 ST. MARYS (Spur)	12.3	f 6.02	f 7.54	8.54		f 9.24	f 11.39		f 2.54		f 4.09			s 6.19	f 6.51	f 8.39	f 11.54				4 W
DR	1.2 **BEAVERTON**	11.1	6.00AM	s 7.52	8.51AM		s 9.21	s 11.37		s 2.52		s 4.07			s 6.17	s 6.49	s 8.37	s 11.52	1.15AM			18 PE
	2.3 (O. E. Crossing) RALEIGH (No siding)	8.8		f 7.47			f 9.16	f 11.31		f 2.46		f 4.02			s 6.11	f 6.44	f 8.31	f 11.46				
	0.8 OLSEN (Spur)	8.0		7.45			f 9.14	f 11.29		f 2.44		4.00			f 6.09	f 6.42	f 8.29	f 11.44				6 E
	0.3 SHATTUCK (Spur)	7.7		f 7.44			f 9.13	f 11.28		f 2.43		f 3.59			s 6.08	f 6.41	f 8.28	f 11.43				6 PE
	0.7 WOODROW (No siding)	7.0					f	f		f					f	f	f	f				
	1.0 DOSCH (No siding)	6.0					f	f		f		f			f	f	f	f				
	0.5 BERTHA	5.5		s 7.40			s 9.09	s 11.24		s 2.39		s 3.54			s 6.04	s 6.37	s 8.24	s 11.39				21 PE
	1.1 3RD & MILES STS. (No siding)	4.4					f	f		f					f	f	f	f				
	1.7 BANCROFT	2.7		f 7.33			f 9.03	f 11.18		f 2.33		f 3.48			f 5.58	f 6.31	f 8.18	f 11.33				13 PE
	0.7 HOOKER ST. (No siding)	2.0					f	f		f		f			f	f	f	f				
	0.9 **4TH & JEFFERSON STS.**	1.1		f 7.25			f 8.55	f 11.10		f 2.25		f 3.40			f 5.50	f 6.24	f 8.10	f 11.25				
	0.6 **BURNSIDE ST.**	0.5		s 7.18			s 8.48	s 11.03		s 2.18		s 3.33			s 5.43	s 6.18	s 8.03	s 11.18				
DNR	0.5 **PORTLAND**	0.0		7.15AM			8.45AM	11.00AM		2.15PM		3.30PM			5.40PM	6.15PM	8.00PM	11.15PM				PE
	(54.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	
	Time over District		(0.08)	(2.30)	(0.21)	(0.21)	(2.10)	(1.15)	(0.06)	(1.20)	(0.10)	(2.30)	(0.21)	(0.06)	(1.20)	(2.10)	(1.20)	(2.10)	(6.35)	(0.10)	(0.50)	
	Average speed per hour		32.38	21.55	27.43	21.42	22.94	21.19	32 00	20.17	25.80	21.60	21.42	32.00	20.17	22.94	20.17	22.94	5.86	25.80	9.00	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: All Eastward first class trains except No. 120 are superior to No. 119.

See pages 10, 11 and 12 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Washington, Morrison, Yamhill and Salmon Sts., Portland Additional flag stops: all trains 10th st. (near City Park), 6th and Fir Sts., on Main St. West of 6th and East of P. R. & N. Crossing, and North Range and Fir Sts., Hillsboro; 3rd and 5th Sts. and 3rd Avenue, Forest Grove, except No. 101, Mott's Farm M. P. 10.1; Krono M. P. 38.1; Batan M. P. 40.5; Howe's Farm M. P. 45.3; Sight M. P. 47.4 and except Nos. 101 and 103 Tobias M. P. 14.8. No. 141 stops to discharge passengers from east of Beaverton. **Time of S. P. Steam and P. R. & N. Trains at Hillsboro apply at Steam Station.**

E—Electrified sidings.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Sidings in cars and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS																			Distance from Airlie		Time Table No. 85 May 16, 1915
	322	320	142	352	318	360	316	358	314	312	354	310	308	306	356	304	302	362	300			
	Tualatin Electric	Oswego Electric	P. R. & N. Passenger	East Side Electric	Oswego Electric	Newberg Electric	Oswego Electric	McMinnville Electric	Oswego Electric	Oswego Electric	East Side Electric	Oswego Electric	Oswego Electric	Oswego Electric	McMinnville Electric	Oswego Electric	Cook Electric	Newberg Electric	Oswego Electric			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday			STATIONS
23PFYE				3.34PM				12.51PM			8.42AM				6.11AM					43.5		**ST. JOSEPH**
19 PE				s 3.38				s 12.54			s 8.46				s 6.14					45.0	D	1.5 LAFAYETTE
				f 3.42				f 12.58			f 8.51				f 6.18					46.8		1.8 OAK LAWN (No siding)
10 PE				s 3.45				s 1.00			s 8.53				s 6.20					47.6		0.8 DAYTON
				f 3.49				f 1.03			f 8.57				f 6.23					48.9		1.3 CRAWFORD (No siding)
15 PE				s 3.55				s 1.08			s 9.03				s 6.28					51.5		2.6 DUNDEE
PE				3.59				1.12			**9.07**				6.32					53.9		2.2 FIRST ST.
PE				s 4.05		2.25PM		s 1.17			s 9.10				s 6.37			1.00AM		54.2	DR	0.5 **NEWBERG**
E				4.09		2.28		1.20			9.14				6.40			1.03		54.8		0.6 MERIDIAN
15 PWE				s 4.13		s 2.31		s 1.23			s 9.17				s 6.43			s 1.05		55.9		1.3 SPRINGBROOK
3																				56.9		1.0 WEB (Spur)
12 PE				f 4.21		s 2.37		f 1.29			f 9.24				f 6.49			f 1.11		58.2		1.3 REX
12 PE				f 4.24		f 2.40		f 1.32			f 9.27				f 6.52			f 1.14		59.6		1.4 CHEHALEM
11 E				f 4.25		f 2.41		f 1.33			f 9.28				f 6.53			f 1.15		60.0		0.4 VOTAW
7				s 4.28		s 2.44		s 1.36			s 9.31				s 6.56			s 1.18		61.3		1.3 MIDDLETON (Spur)
25 PE				s 4.32		s 2.48		s **1.40**			s 9.36				s 7.00			s 1.21		62.8	D	1.5 SHERWOOD
4				4.35		2.50		1.43			9.39				7.03			1.23		64.1		1.3 FORD (Spur)
4				f 4.38		f 2.52		f 1.45			f 9.41				f 7.05			f 1.25		65.0		0.9 CIPOLE (Spur)
7				f 4.40		f 2.54		f 1.47			f 9.43				f 7.07			f 1.26		65.8		0.8 HERRMAN (Spur)
20 PE	**7.10PM**			s **4.44**		s 2.56		s 1.50			s 9.46				s **7.10**			s 1.28		67.1	R	1.3 **TUALATIN**
	f			f		f		f			f				f			f		67.6		0.5 GALBRAITH (No siding)
51 PYE	s 7.15		s **5.16PM**	s 4.49		s 3.01		s 1.55			s 9.50				s 7.15		**5.55AM**	s 1.32		69.2	R	1.6 **COOK**
	f 7.16		f 5.17	f 4.50		f 3.02		f 1.56			f 9.51				f 7.16		f 5.56	f 1.33		69.7		0.5 BRYANT (No Siding)
P	f		f	f		f		f			f				f		f	f		71.0		1.3 GOODIN
25 PE	s 7.25	**5.45PM**	s 5.25PM	s **5.00**	**4.25PM**	s 3.10	**2.35PM**	s 2.05	**1.20PM**	**11.00AM**	s 10.00	**9.45AM**	**8.30AM**	7.55AM	s 7.25	**7.10AM**	s 6.05	s 1.40	**12.10AM**	73.0	DR	2.0 **OSWEGO**
P	f 7.26	f 5.46		5.01	f 4.26	f 3.11	f 2.36	f 2.06	f 1.21	f 11.01	10.01	f 9.46	f 8.31	f 7.56	7.26	f 7.11	f 6.06	f 1.41	f 12.11	73.3		0.3 WILSONIA (No siding)
	f	f			f	f	f	f	f	f		f	f	f		f	f	f	f	73.8		0.5 BRIARWOOD (No siding)
2 E	f 7.28	f 5.48		5.03	f 4.28	f 3.13	f 2.38	f 2.08	f 1.23	f 11.03	10.03	f 9.48	f 8.33	f 7.58	7.28	f 7.13	f 6.08	f 1.42	f 12.13	74.0		0.2 ROCK SPUR
7 PE	f 7.32	f 5.52		5.05	f 4.32	f 3.16	f 2.40	f 2.12	f 1.27	f 11.05	**10.05**	f 9.51	f 8.36	f 8.01	7.30	f 7.16	f 6.10	f 1.44	f 12.15	74.6		0.6 ELK ROCK (Spur)
	f	f			f	f	f	f	f	f		f	f	f		f	f	f	f	74.8		0.2 RIVERWOOD (No siding)
10 PE	f 7.33	f 5.53		5.06	f 4.33	f 3.17	f 2.41	f 2.13	f 1.28	f 11.06	10.06	f 9.52	f 8.37	f **8.03**	**7.31**	f 7.17	f 6.11	f 1.45	f 12.16	75.1		0.3 RIVERA
	f 7.34	f 5.54		5.07	f 4.34	f 3.18	f 2.42	f 2.14	f 1.29	f 11.07	10.07	f 9.53	f 8.38	f 8.05	7.32	f 7.18	f 6.12	f 1.46	f 12.17	75.3		0.2 RIVERDALE (No siding)
	f 7.35	f 5.55		5.08	f 4.35	f 3.19	f 2.43	f 2.15	f 1.30	f 11.08	10.08	f 9.54	f 8.39	f 8.06	7.33	f 7.19	f 6.13	f 1.47	f 12.18	75.6		0.3 EWAHWE (No siding)
18 PE	f 7.38	f **5.58**		5.10	f **4.37**	f 3.21	f 2.45	f **2.18**	f 1.33	f 11.10	10.10	f **9.57**	f 8.42	f **8.10**	7.35	f **7.22**	f 6.15	f 1.49	f 12.20	76.5		0.9 CEMETERY
	f 7.40	f 6.00		5.11	f 4.40	f 3.22	f 2.46	f 2.20	f 1.35	f 11.11	10.11	f 9.59	f 8.44	f 8.12	7.36	f 7.24	f 6.16	f 1.50	f 12.21	77.1		0.6 FULTON (No siding)
2	f 7.41	f 6.01		5.12	f 4.41	f 3.23	f 2.47	f 2.21	f 1.36	f 11.12	10.12	f 10.00	f 8.45	f 8.13	7.37	f 7.25	f 6.17	f 1.51	f 12.22	77.5		0.4 SOUTHERN PORTLAND
10 PE	f 7.44	f 6.04		5.14	f 4.44	f 3.25	f 2.49	f 2.24	f 1.39	f 11.14	10.14	f 10.03	f 8.48	f 8.15	7.39	f 7.28	f 6.19	f 1.53	f 12.24	78.3		0.8 ZIMMERMAN (Spur) (Spur)
6	f 7.45	f 6.05		5.15	f 4.45	f 3.26	f 2.50	f 2.25	f 1.40	f 11.15	10.15	f 10.04	f 8.49	f 8.16	7.40	f 7.29	f 6.20	f 1.54	f 12.25	78.5		0.2 MULBOX (Spur)
4																				78.6		0.1 THORSEN (Spur)
11 PE	f 7.47	f 6.06		5.16	f 4.47	f 3.27	f 2.52	f 2.27	f 1.42	f 11.16	10.16	f 10.06	f 8.51	f 8.17	7.41	f 7.31	f 6.21	f 1.56	f 12.26	79.2		0.6 TURNTABLE
25 PE	s 7.50	s 6.10		s **5.20**	s 4.50	s 3.30	s 2.55	s 2.30	s 1.45	s 11.20	s 10.20	s 10.10	s 8.55	s 8.20	s **7.45**	s 7.35	s 6.25	s 1.58	s 12.30	80.0	D	0.8 **JEFFERSON ST. DEPOT**
	s 7.53	s 6.13		s 5.23	s 4.53	s **3.33**	s 2.58	s 2.33	s 1.48	s 11.23	s **10.23**	s 10.13	s 8.58	s 8.23	s **7.48**	s **7.38**	s 6.28	s 2.01	s 12.33	80.3		0.3 **4TH & JEFFERSON STS.**
	s 8.00PM	s 6.20PM		s 5.30	s 5.00PM	s 3.40	s 3.05	s 2.40	s 1.55PM	s 11.30	s 10.30	s 10.20AM	s 9.05AM	s 8.30	s **7.55**	s 7.45AM	s 6.35AM	s 2.07	s 12.40	80.9		0.6 **BURNSIDE ST.**
PE				s **5.35PM**		s **3.45PM**	s 3.10PM	s 2.45PM		s 11.35AM	s 10.35AM			s 8.35AM	s 8.00AM			s 2.10AM	s 12.45AM	81.4	DNR	0.5 **PORTLAND**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday			(37.9)
	(0.50)	(0.35)	(0 9)	(2 01)	(0.35)	(1.20)	(0.35)	(1.54)	(0.35)	(0.35)	(1.53)	(0 35)	(0.35)	(0.40)	(1.49)	(0.35)	(0.40)	(1.10)	(0.35)			……………………Time over District
	16.56	13.54	25 33	18.79	13 54	20 40	14.40	19.95	13 54	14.40	20.12	13.54	13.54	12 60	20 86	13 54	18.30	23.46	14.40			……………………Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 11 and 12 for additional trains between Portland and St. Joseph and pages 8 and 9 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Yamhill, Alder, Washington and Flanders Sts., Portland, and on flag at Lake Grove, Jean M P 12.7, Pacific College, and Main St. Newberg, Oswego locals at Jones. E—Electrified sidings.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 85

May 16, 1915

FIRST CLASS

	STATIONS	Distance from Portland	301 Cook Electric	303 Oswego Electric	305 Oswego Electric	351 East Side Electric	141 P. R. & N. Passenger	307 Oswego Electric	309 Oswego Electric	355 McMinnville Electric	311 Oswego Electric	313 Oswego Electric	359 Newberg Electric	315 Oswego Electric	317 Oswego Electric	353 East Side Electric	319 Beaverton Electric	321 Oswego Electric	357 McMinnville Electric	323 Tualatin Electric	Capacity of Sidings in cars and location of scales, water, fuel, telephone and turning stations.	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	ST. JOSEPH 1.5	37.9				s 9.33AM				s 11.28AM						s 5.48PM			s 7.23PM		23	PFYE
D	LAFAYETTE 1.8	36.4				s 9.29				s 11.24						s 5.43			s 7.18		19	PE
	OAK LAWN (No Siding) 0.8	34.6				f 9.25				f 11.20						f 5.39			f 7.14			
	DAYTON 1.3	33.8				s 9 23				s 11.18						s 5.37			s 7.13		19	PE
	CRAWFORD (No Siding) 2.6	32.5				f 9.19				f 11.15						f 5.33			f 7.09			
	DUNDEE 2.2	29.9				s 9.12				s 11.10						s 5.29			s 7.05		15	PE
	FIRST ST. 0.5	27.9				9.07				11.05						5.26			7.01			PE
DR	NEWBERG 0.6	27.4				s 9.03				s 11.02			s 2.05PM			s 5.24			s 6.58			PE
	MERIDIAN 1.3	26.8				8.57				10.58			2.01			5.19			6.54			E
	SPRINGBROOK 1.0	25.5				s 8.55				s 10.56			s 1.59			s 5.17			s 6.52		15	PWE
	WEB (Spur) 1.3	24.5																			3	
	REX 1.4	23.2				f 8.47				f 10.49			f 1.52			f 5.09			f 6.45		12	PE
	CHEHALEM 0.4	21.8				f 8.42				f 10.45			f 1.48			f 5.05			f 6.42		12	PE
	VOTAW 1.3	21.4				f 8.41				f 10.44			f 1.47			f 5.04			f 6.41		11	E
	MIDDLETON (Spur) 1.5	20.1				s 8.37				s 10.40			s 1.44			s 5.00			s 6.37		7	
D	SHERWOOD 1.3	18.6				s 8.33				s 10.36			s 1.40			s 4.56			s 6.33		25	PE
	FORD (Spur) 0.9	17.3				8.28				10.32			1.36			4.52			6.29		4	
	CIPOLE (Spur) 0.8	16.4				f 8.26				f 10.30			f 1.34			f 4.50			f 6.27		4	
	HERRMAN (Spur) 1.3	15.6				f 8.24				f 10.28			f 1.32			f 4.48			f 6.25		7	
R	TUALATIN 0.5	14.3				s 8.22				s 10.26			s 1.30			s 4.44			s 6.23	s 7.05PM	20	PE
	GALBRAITH (No Siding) 1.6	13.8				f				f			f			f			f	f		
R	COOK 0.5	12.2	s 5.53AM			s 8.18	s 8.29AM			s 10.22			s 1.26			s 4.36	s 5.10PM		s 6.19	s 7.00	51	PYE
	BRYANT (No Siding) 1.3	11.7	f 5.52			f 8.17	f 8.28			f 10.20			f 1.25			f 4.34	f 5.08		f 6.18	f 6.59		
	GOODIN 2.0	10.4	f			f	f			f			f			f	f		f	f		P
DR	OSWEGO 0.3	8.4	s 5.45	s 7.05AM	s 7.40AM	s 8.10	s 8.20AM	s 8.25AM	s 9.40AM	s 10.12	s 10.55AM	s 12.45PM	s 1.18	s 2.30PM	s 3.53PM	s 4.25	s 5.00	s 5.40PM	s 6.10	s 6.53	25	PE
	WILSONIA (No siding) 0.5	8.1	f 5.43	f 7.04	f 7.39	8.08		f 8.23	f 9.39	f 10.10	f 10.54	f 12.44	f 1.16	f 2.29	f 3.52	4.23	f 4.49	f 5.39	f 6.08	f 6.51		P
	BRIARWOOD (No siding) 0.2	7.6	f	f	f			f	f	f	f	f	f	f	f		f	f	f	f		
	ROCK SPUR 0.6	7.4	f 5.41	f 7.01	f 7.37	8.06		f 8.20	f 9.37	f 10.08	f 10.52	f 12.41	f 1.13	f 2.27	f 3.49	4.20	f 4.47	f 5.37	f 6.05	f 6.49	2	E
	ELK ROCK (Spur) 0.2	6.8	f 5.39	f 6.58	f 7.33	8.04		f 8.16	f 9.34	f 10.05	f 10.48	f 12.38	f 1.11	f 2.24	f 3.46	4.18	f 4.43	f 5.33	f 6.03	f 6.46	7	PE
	RIVERWOOD (No siding) 0.3	6.6	f	f	f			f	f	f	f	f	f	f	f		f	f	f	f		
	RIVERA 0.2	6.3	f 5.38	f 6.57	f 7.31	8.03		f 8.15	f 9.33	f 10.02	f 10.47	f 12.37	f 1.10	f 2.23	f 3.45	4.17	f 4.42	f 5.32	f 6.02	f 6.45	10	PE
	RIVERDALE (No siding) 0.3	6.1	f 5.37	f 6.56	f 7.26	8.02		f 8.14	f 9.32	f 10.01	f 10.46	f 12.36	f 1.09	f 2.22	f 3.44	4.16	f 4.41	f 5.31	f 6.01	f 6.44		
	EWAHWE (No siding) 0.9	5.8	f 5.36	f 6.55	f 7.25	8.01		f 8.13	f 9.31	f 10.00	f 10.45	f 12.35	f 1.08	f 2.21	f 3.43	4.15	f 4.40	f 5.30	f 6.00	f 6.43		
	CEMETERY 0.6	4.9	f 5.34	f 6.53	f 7.22	7.59		f 8.10	f 9.27	f 9.57	f 10.42	f 12.33	f 1.06	f 2.18	f 3.41	4.13	f 4.37	f 5.27	f 5.58	f 6.40	18	PE
	FULTON (No siding) 04.	4.3	f 5.33	f 6.52	f 7.19	7.58		f 8.08	f 9.25	f 9.55	f 10.40	f 12.31	f 1.05	f 2.15	f 3.40	4.12	f 4.36	f 5.25	f 5.56	f 6.38		
	SOUTHERN PORTLAND (Spur) 0.8	3.9	f 5.32	f 6.51	f 7.18	7.57		f 8.07	f 9.24	f 9.54	f 10.39	f 12.30	f 1.04	f 2.14	f 3.39	4.11	f 4.35	f 5.24	f 5.55	f 6.37	2	
	ZIMMERMAN (Spur) 0.2	3.1	f 5.30	f 6.49	f 7.16	7.55		f 8.05	f 9.21	f 9.52	f 10.36	f 12.28	f 1.02	f 2.11	f 3.37	4.09	f 4.33	f 5.22	f 5.53	f 6.35	10	PE
	MULBOX (Spur) 0.1	2.9	f 5.29	f 6.48	f 7.15	7.54		f 8.04	f 9.20	f 9.51	f 10.35	f 12.27	f 1.01	f 2.10	f 3.36	4.08	f 4.32	f 5.21	f 5.52	f 6.34	6	
	THORSEN (Spur) 0.6	2.8																			4	
	TURNTABLE 0.8	2.2	f 5.28	f 6.47	f 7.13	7.53		f 8.03	f 9.18	f 9.50	f 10.33	f 12.25	f 1.00	f 2.08	f 3.35	4.07	f 4.30	f 5.20	f 5.50	f 6.32	11	PE
D	JEFFERSON ST. DEPOT 0.3	1.4	s 5.26	s 6.45	s 7.10	s 7.50		s 8.00	s 9.15	s 9.48	s 10.30	s 12.23	s 12.58	s 2.05	s 3.33	s 4.03	s 4.28	s 5.17	s 5.48	s 6.30	25	PE
	4TH & JEFFERSON STS. 0.6	1.1	f 5.23	f 6.40	f 7.05	f 7.45		f 7.56	f 9.10	f 9.45	f 10.25	f 12.20	f 12.55	f 2.01	f 3.30	f 4.00	f 4.25	f 5.14	f 5.45	f 6.26		
	BURNSIDE ST. 0.5	0.5	s 5.18	6.35AM	7.00AM	s 7.38		7.50AM	9.05AM	s 9.38	10.20AM	s 12.13	s 12.48	1.55PM	3.23	s 3.53	s 4.18	5.08PM	s 5.38	6.20PM		
DNR	PORTLAND	0.0	5.15AM			7.35AM				9.35AM		12.10PM	12.45PM		3.20PM	3.50PM	4.15PM		5.35PM			PE
	(37 9)		Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	Time over District		(0 38)	(0 30)	(0 40)	(1.58)	(0.09)	(0.35)	(0.35)	(1.53)	(0.35)	(0.35)	(1.20)	(0.35)	(0.33)	(1.58)	(0.55)	(0.32)	(1.48)	(0 45)		
	Average speed per hour		19.26	15.79	11.85	19.27	23.10	13.54	13.54	20.12	13.54	14.40	20.55	13.54	15.27	19.27	13.31	14.81	21.06	18.40		

Westward trains are superior to trains of the same class in the opposite direction (See Rule 72). See pages 10 and 12 for additional trains between Portland and St. Joseph and pages 8 and 9 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Washington, Morrison, Yamhill and Salmon Sts., Portland, and on flag at Lake Grove, Jean M. P. 12.7, Pacific College, and Main St. Newberg, Oswego locals at Jones.

E—Electrified sidings.

JUNCTION CITY SUBDIVISION

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO **Westward**

Capacity of Sidings in cars and location of scales, water, fuel, telephone and turning stations.		SECOND CLASS		FIRST CLASS		Distance from Airlie			Time Table No. 85 May 16, 1915	Distance from Portland	FIRST CLASS				SECOND CLASS	
		232 Way Freight	234 Way Freight	326 Cook Electric	324 Oswego Electric						325 Oswego Electric	327 Cook Electric	329 Oswego Electric	361 Newberg Electric	233 Way Freight	231 Way Freight
		Leave Tues. Thurs., Sat.	Leave Daily Ex. Monday	Leave Daily	Leave Daily				**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Monday	Arrive Mon., Wed., Fri.
23	PFYE	10.30AM				43.5			**ST. JOSEPH**	37.9						10.20AM
19	PE	10.35				45.0	D	1.5	LAFAYETTE	36.4						10.15
		10.40				46.8		1.8	OAK LAWN (No Siding)	34.6						9.55
10	PE	10.45				47.6		0.8	DAYTON	33.8						9.50
		10.50				48.9		1.3	CRAWFORD (No Siding)	32.5						9.45
15	PE	11.10				51.5		2.6	DUNDEE	29.9						9.30
	P	11.15				53.9		2.2	FIRST ST.	27.9						9.07
	PE	12.01PM				54.2	DR	0.5	**NEWBERG**	27.4				s 12.55AM		8.55
	PE	12.05				54.8		0.6	MERIDIAN	26.8				12.50		8.35
15	PWE	12.15				55.9		1.3	SPRINGBROOK	25.5				s 12.48		8.30
3						56.9		1.0	WEB (Spur)	24.5						
12	PE	12.35				58.2		1.3	REX	23.2				f 12.40		8.15
12	PE	12.43				59.6		1.4	CHEHALEM	21.8				f 12.37		8.10
11	E	12.45				60.0		0.4	VOTAW	21.4				f 12.36		8.05
7	E	12.55				61.3		1.3	MIDDLETON Spur)	20.1				s 12.32		7.59
25	PE	1.40				62.8	D	1.5	SHERWOOD	18.6				s 12.28		7.50
4		1.53				64.1		1.3	FORD (Spur)	17.3				12.24		7.25
4		1.56				65.0		0.9	CIPOLE (Spur)	16.4				f 12.22		7.20
7		1.59				65.8		0.8	HERRMAN (Spur)	15.6				f 12.20		7.13
20	PE	2.05				67.1	R	1.3	**TUALATIN**	14.3				s 12.18		7.10
						67.6		0.5	GALBRAITH (No siding)	13.8				f		
51	PYE	2.27	3.11AM	10.30PM		69.2	R	1.6	**COOK**	12.2		s 10.28PM		s 12.14	12.30AM	6.47
		2.30	3.13	f 10.31		69.7		0.5	BRYANT (No siding)	11.7		f 10.27		f 12.13		
	P			f		71.0		1.3	GOODIN	10.4		f		f		
25	PE	2.45PM	3.31AM	s 10.40	8.35PM	73.0	DR	2.0	**OSWEGO**	8.4	s 8.30PM	s 10.19	s 12.05AM	s 12.05	12.15AM	6.31AM
	P			f 10.41	f 8.36	73.3		0.3	WILSONIA (No siding)	8.1	f 8.29	f 10.17	f 12.04	f 12.03		
				f	f	73.8		0.5	BRIARWOOD (No siding)	7.6	f	f	f	f		
2	E			f 10.43	f 8.38	74.0		0.2	ROCK SPUR	7.4	f 8.26	f 10.15	f 12.01AM	f 12.01AM		
7	PE			f 10.45	f 8.40	74.6		0.6	ELK ROCK (Spur)	6.8	f 8.23	f 10.13	f 11.58	f 11.58		
				f	f	74.8		0.2	RIVERWOOD (No siding)	6.6	f	f	f	f		
10	PE			f 10.46	f 8.41	75.1		0.3	RIVERA	6.3	f 8.22	f 10.12	f 11.57	f 11.57		
				f 10.47	f 8.42	75.3		0.2	RIVERDALE (No siding)	6.1	f 8.21	f 10.11	f 11.56	f 11.56		
				f 10.48	f 8.43	75.6		0.3	EWAHWE (No siding)	5.8	f 8.20	f 10.10	f 11.55	f 11.55		
18	PE			f 10.50	f 8.45	76.5		0.9	CEMETERY	4.9	f 8.18	f 10.08	f 11.53	f 11.53		
				f 10.51	f 8.46	77.1		0.6	FULTON (No siding)	4.3	f 8.17	f 10.07	f 11.52	f 11.52		
2				f 10.52	f 8.47	77.5		0.4	SOUTHERN PORTLAND (Spur)	3.9	f 8.16	f 10.06	f 11.51	f 11.51		
10	PE			f 10.54	f 8.49	78.3		0.8	ZIMMERMAN (Spur)	3.6	f 8.14	f 10.04	f 11.49	f 11.49		
6				f 10.55	f 8.50	78.5		0.2	MULBOX (Spur)	2.9	f 8.13	f 10.03	f 11.48	f 11.48		
4						78.6		0.1	THORSEN (Spur)	2.8						
11	PE			f 10.56	f 8.51	79.2		0.6	TURNTABLE	2.2	f 8.12	f 10.02	f 11.47	f 11.47		
25	PE			s 11.00	s 8.55	80.0	D	0.8	**JEFFERSON ST. DEPOT**	1.4	s 8.10	s 10.00	s 11.45	s 11.45		
				s 11.03	s 8.58	80.3		0.3	**4TH & JEFFERSON STS.**	1.1	f 8.05	f 9.55	f 11.40	f 11.40		
				s 11.10	s 9.05PM	80.9		0.6	**BURNSIDE ST.**	0.5	8.00PM	9.50PM	s 11.35	s 11.35		
	PE			s 11.15PM		81.4	DNR	0.5	**PORTLAND**	0.0			11.30PM	11.30PM		
		Arrive Tues Thurs., Sat.	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily				(37.9)		Leave Daily	Leave Daily	Leave Daily Ex. Sat'day	Leave Sat'd'y Only	Leave Daily Ex. Monday	Leave Mon., Wed., Fri.
		(4.15)	(0.20)	(0.45)	(0.30)				Time over District		(0.30)	(0.38)	(0.35)	(1.25)	(0.15)	(3.49)
		6.93	11.40	16.26	15.79				Average speed per hour		15.79	19.26	14.40	19.33	16.19	7.73

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Eastward From San Francisco JUNCTION CITY SUBDIVISION Toward San Francisco Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations		2d CLASS	FIRST CLASS			Distance from Corvallis		Time Table No. 85 May 16, 1915	Distance from Portland	FIRST CLASS			2d CLASS
		232	138	102	354					101	137	353	231
		Way Freight	Motor	Eugene Passenger	Corvallis Passenger					Eugene Passenger	Motor	Corvallis Passenger	Way Freight
		Leave Tues. Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed., Fri.
60	Y	7.00AM		1.15PM	6.45AM	0.0	DR	**CORVALLIS**	96.2	s 12.01PM		s 8.15PM	3.50PM
		7.08		s 1.25	s 6.51	1.4		1.4 **C. & E. CROSSING**	94.8	s 11.51		s 8.07	3.40
5		7.18		f 1.34	f 6.58	5.3		3.9 LEWISBURG (Spur)	90.9	f 11.34		f 7.57	3.25
5	W	7.25		f 1.41	f 7.04	7.8		2.5 CALLOWAY (Spur)	88.4	f 11.28		f 7.51	3.15
23		7.32		s 1.47	s 7.09	10.4		2.6 WELLSDALE	85.8	s 11.21		s 7.45	3.05
23		7.42		s 1.54	s 7.15	13.5		3.1 SUVER	82.7	s 11.13		s 7.38	2.45
20		7.49		s 1.59	s 7.20	15.5		2.0 PARKER	80.7	s 11.07		s 7.33	2.35
297						18.5		3.0 WIGRICH JCT. (Spur)	77.7				
20	T	8.05	4.30PM	s 2.14	s 7.35	20.8	DR	2.3 **INDEPENDENCE**	75.4	s 10.52	s 4.25PM	s 7.15	2.14
			s 4.44PM	s 2.27	s 7.49	25.9	R	5.1 **GERLINGER** (S.F.C.&W.Csg.)	70.3	s 10.38	4.12PM	s 7.00	1.05
22	W	8.20		s 2.31	s 7.51	26.6		0.7 |DERRY	69.6	s 10.33		s 6.51	1.00
10		8.30		f 2.40	f 7.57	29.9		3.3 CROWLEY (Spur)	66.3	f 10.24		f 6.43	12.35
22		8.45		s 2.50	s 8.05	34.3		4.4 McCOY	61.9	s 10.16		s 6.35	12.20
32		9.00		s 3.00	s 8.14	39.6		5.3 AMITY	56.6	s 10.06		s 6.24	12.05PM
16	WY	9.10AM		s 3.10PM	s 8.21AM	42.2	DR	2.6 **WHITESON**	54.0	10.00AM		6.16PM	11.35AM
		Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily			(42.2)		Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed., Fri.
		(2.10) 19.47	(0.14) 22.29	(1.55) 22.01	(1.36) 26.37			Time over District Average speed per hour		(2.01) 20.92	(0 13) 24.00	(1.59) 21.27	(4.15) 9.93

Westward trains are superior to trains of the same class in the opposite direction (see Rul 72.) Additional flag stops: All trains Ledford M. P. 79.0; Nos. 137 and 138—O'Brien Place, between Independence and Gerlinger, and Grant Street, Independence.

Eastward From San Francisco JUNCTION CITY SUBDIVISION Toward San Francisco Westward

Capacity of Sidings in cars and location of scales, water, fuel, telephone and turning stations.		SECOND CLASS		1st CLASS	Distance from Beaverton		Time Table No. 85 May 16, 1915	Distance from Portland	FIRST CLASS		SECOND CLASS	
		232	234	142					141	319	231	233
		Way Freight	Way Freight	P. R. & N. Passenger					P. R. & N. Passenger	Beaverton Electric	Way Freight	Way Freight
		Leave Tues. Thurs., Sat.	Leave Daily Ex. Monday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Mon. Wed., Fri.	Arrive Daily Ex. Monday
18	PET		1.45AM	4.56PM	0.0	DR	**BEAVERTON**	20.4	s 8.50AM	s 5.35PM		1.05AM
5	E		2.15	f 5.01	2.2		2.2 FANNO (Spur)	18.2	f 8.44	f 5.28		12.58
6	E		2.30	f 5.03	3.1		0.9 ROBINSON (Spur)	17.3	f 8.42	f 5.26		12.55
	P				3.8		0.7 O. E. CROSSING	16.6				
8	E		2.45	f 5.07	4.6		0.8 TIGARD	15.8	f 8.38	f 5.22		12.50
7	E		3.00	f 5.10	6.1		1.5 HARMON (Spur)	14.3	f 8.34	f 5.19		12.40
51	PYE		3.10AM	s **5.15**PM	7.4	R	1.3 **COOK**	13.0	8.30AM	**5.15**PM		12.35AM
		For schedule of trains Oswego-Cook, see pages 10, 11 and 12										
25	PE	2.55PM	3.45AM	s 5.26PM	11.2	DR	**OSWEGO**	9.2	s 8.19AM		6.26AM	12.10AM
48		3.05	3.55	5.30	12.3		1.1 MENEFEE	8.1	8.14		6.16	12.04
5		3.10	4.05	s 5.32	13.5		1.2 MILWAUKEE	6.9	s 8.12		6.13	12.01AM
		3.15PM	4.15AM	5.34PM	14.6		1.1 **WILLSBURG JCT.**	5.8	8.10AM		6.10AM	11.57PM
		Arrive Tues. Thurs., Sat.	Arrive Daily Ex. Monday	Arrive Daily			(10.8)		Leave Daily	Leave Daily	Leave Mon. Wed., Fri.	Leave Daily Ex. Sunday
		(0.20) 10.20	(1.55) 5.63	(0.27) 23.35			Time over District Average speed per hour		(0.29) 23 05	(0 20) 24.20	(0 16) 12.75	(1.08) 9.52

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)
E—Electrified sidings.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS			FIRST CLASS				Distance from Airlie and Branch Terminals		Time Table No. 85 May 16, 1915	Distance from Portland via Jefferson St.	FIRST CLASS				SECOND CLASS		
		236	250	212	380	378	352	104					351	377	379	103	211	235	249
		Way Freight	Way Freight	Way Freight	Passenger	Passenger	Airlie Passenger	Willamina Passenger					Airlie Passenger	Passenger	Passenger	Willamina Passenger	Way Freight	Way Freight	Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
10	T			8.30AM			1.00PM		0.0	R	**AIRLIE**	81.4	s 11.59AM				8.00AM		
20							f		1.4		1.4 CRISP	80.0	f						
3				8.37			f 1.07		2.2		0.8 SIMPSON (Spur)	79.2	f 11.50				7.50		
2				8.43			1.13		3.9		1.7 STRONG (Spur)	77.5	11.43				7.45		
7				8.48			f 1.18		5.4		1.5 LUCKIAMUTE (Spur)	76.0	f 11.38				7.40		
9	Y			9.05			s 1.30		9.2	D	3.8 **MONMOUTH**	72.2	s 11.27				7.25		
									16.0		6.8 S. F. C. & W. CROSSING	65.4							
26	WY	5.00PM		9.30AM			s 2.00		16.4	DR	0.4 **DALLAS**	65.0	s 11.07				7.00AM	4.15PM	
9		5.15					f 2.10		19.6		3.2 POLK	61.8	f 10.53					4.00	
16		5.27					f 2.21		22.4		2.8 SMITHFIELD	59.0	f 10.42					3.45	
12		5.45					s 2.33		26.9		4.5 PERRYDALE	54.5	s 10.30					3.25	
21	T		2.25PM		4.20PM	2.10PM		7.35AM	0.0	DR	2.2 **SHERIDAN**	59.3		s 10.55AM	s 3.10PM	s 7.00PM			12.20PM
15			**2.55**		s 4.35	s 2.23		s 7.48	4.2		4.2 BALLSTON	55.1		s 10.43	s **2.55**	s 6.45			12.01PM
	Y	5.55	3.05PM		s 4.45	s 2.30PM	s 2.41	s 7.56	29.1	R	2.8 **BROADMEAD**	52.3	s 10.23	s 10.35	2.45PM	s 6.36		3.15PM 11.45	11.50AM
7		6.00			f 4.46		f 2.43	f 7.57	29.6		0.5 WINCH (Spur)	51.8	f 10.19	f 10.29		f 6.33		11.40	
4		6.10			f 4.51		f 2.49	f 8.02	31.7		2.1 HARRISON (Spur)	49.7	f 10.14	f 10.24		f 6.28		11.30	
22		**6.25**			f 4.53		f 2.52	f 8.04	32.5		0.8 BRIEDWELL	48.9	f 10.11	f 10.21		f **6.25**		11.00	
4		6.35			f 4.59		f 2.59	f 8.10	34.8		2.3 HOLMES (Spur)	46.6	f 10.04	f 10.14		f 6.19		10.50	
16	WY	6.40PM			s 5.05PM		s 3.03PM	s 8.15AM	36.2	DR	1.4 **WHITESON**	45.2	10.00AM	10.10AM		6.15PM		10.45AM	
		Arrive Daily Ex Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(36.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(1.40) 11.88	(0.40) 10.50	(1.00) 16.40	(0.45) 18.81	(0 20) 21.00	(2.03) 17.65	(0 40) 21.15			Time over District Average speed per hour		(1.59) 18.25	(0.45) 18.40	(0 25) 16.80	(0.45) 18.40	(1.00) 16.40	(2.00) 9.90	(0.30) 14.00

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) **Exception: No. 378 is superior to No. 379.** Nos. 211 and 212 will carry passengers. Additional flag stops, Wabash M. P. 54D, Mulkey M. P. 69.2, Putman M. P. 77.8.

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO

Eastward

Time Table No. 85

May 16, 1915

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS		FIRST CLASS								Distance from San Francisco			STATIONS
		86	242	80	74	98	76	64	82	62	10				
		Mixed	Way Freight	Willamette Limited	Passenger	Mixed	Mixed	Passenger	Willamette Limited	Passenger	Silverton Passenger				
		Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
27	WFOY					8.35AM						645.0	DR		**SPRINGFIELD**
												645.1		0.1	P. E. & E. CROSSING
11						f 8.45						648.9		3.8	ARMITAGE (Spur)
15						s 8.55						652.4	D	3.5	COBURG
6						f 9.07						656.5		4.1	WILKINS (Spur)
8						f 9.19						660.3		3.8	PRICEBORO (Spur)
13						f 9.29						663.6		3.3	ROWLAND
4						f 9.41						667.6		4.0	TWIN BUTTES (Spur)
20	WT		7.40AM			s 10.00			6.55AM			672.0	DR	4.4	**BROWNSVILLE**
			7.47			f 10.06			f 7.01			674.3		2.3	LINN (No siding)
14			8.00			s 10.18			s 7.12			678.3		4.0	PLAINVIEW
14			8.12			10.30			7.23			682.4		4.1	LOWSON
16	Y	1.28PM	8.30	7.30PM		s 10.45			s 7.30	7.05AM		684.8	R	2.4	**TALLMAN**
14		f 1.29	8.35	f 7.32		f 10.50			f 7.33	f 7.07		685.5		0.7	IRVINVILLE
67		f		f		f			f			687.9		2.4	CALAHAN (Spur)
24	WT	s 1.40PM	8.50	s 7.40PM		s 11.00AM			s 7.45AM	s 7.15		688.5	DR	0.6	**LEBANON**
14			9.02							f 7.26		692.8		4.3	BREWSTER
15			9.08							f 7.31		694.9		2.1	GRIGGS
10												696.5		1.6	BALM (Spur)
12			9.16							s 7.40		697.4		0.9	CRABTREE
9			9.20							f 7.43		698.7		1.3	GAINES (Spur)
7										f		700.6		1.9	GILKEY
17			9.35							s 7.55		702.9	D	2.3	WEST SCIO
9			9.45							s 8.00		704.7		1.8	SHELBURN
13			9.55							f 8.05		706.9		2.2 (C&E Crossing)	NORTH SANTIAM
13			10.10							s 8.12		708.3		1.4	WEST STAYTON
5										f		709.9		1.6	SHAFF (Spur)
9	W		10.30							s 8.25		712.1		2.2	AUMSVILLE
27			10.45							s 8.35		715.0		2.9	SHAW
14			11.00							s 8.43		717.4		2.4	MACLEAY
40					4.15PM		9.50AM					726.2	DNR	2.0	**SALEM**
40					f 4.27		f 10.05					722.8		3.4	LACHMUND
20	Y		11.10		s 4.40		s 10.20			s 8.50		719.4	R	3.4	**GEER**
4												720.6		1.2	DURBIN (Spur)
20			11.20		s 4.45		s 10.27			s 8.55		721.3		0.7	PRATUM
10			11.30		f 4.49		f 10.34			f 9.00		723.0		1.7	SWITZERLAND (Spur)
17	WY		12.30PM		s 5.00		s 10.45AM	2.00PM		s 9.15	7.30AM	727.3	DR	4.3	**SILVERTON**
4					f			f		f	f	728.8		1.5	ABIQUA (Spur)
11			12.40		f 5.05			f 2.05		f 9.21	f 7.35	729.6		0.8	DOWNS (Spur)
29			1.00		s 5.10			s 2.10		s 9.30	s 7.40	731.5	D	1.9	MT. ANGEL
8			1.05		f 5.13			f 2.13		f 9.34	f 7.42	732.6		1.1	BARON (Spur)
17			1.13		s 5.16			s 2.16		s 9.38	s 7.44	733.7		1.1	McKEE (Spur)
4			1.20		f 5.20			f 2.20		f 9.43	f 7.47	735.1		1.4	TOWNSEND (Spur)
59	WYF		1.40PM		s 5.30PM			s 2.30PM		s 9.55AM	s 7.55AM	737.9	DNR	2.8	**WOODBURN**
		Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(92.9)
		(0.12)	(6.00)	(0.10)	(1.15)	(2.25)	(0.55)	(0.30)	(0.50)	(2.50)	(0.25)				....................Time over District.
		18.50	10.83	22.20	20.24	18.00	16.04	21.20	19.40	18.74	24.96				....................Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.) Exceptions: No. 10 is superior to No. 73; No. 82 is superior to No. 79; No. 80 is superior to No. 83; No. 86 is superior to Nos. 241 and 97. Add tional flag stops for all trains: Selah, M. P. 724.2; County Road Crossing, between Priceboro and Wilkins; Grange Hall, between Rowland and Twin Buttes; Yeoman, 1.5 miles east of Lachmund; Gesner, 1 mile west of Lachmund; Scandia, M. P. 725.5. Glasser M. P. 680.8 and Went M. P. 682.9.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 85
May 16, 1915

			FIRST CLASS											SECOND CLASS	
	STATIONS	Distance from Portland via Lebanon	79 Willamette Limited	73 Passenger	63 Passenger	75 Mixed	97 Mixed	61 Passenger	83 Willamette Limited	9 Silverton Passenger	243 Way Freight	87 Mixed	241 Way Freight		Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrives Tues., Thurs., Sat.	Arrive Daily	Arrive Mon., Wed., Fri.		
DR	**SPRINGFIELD** 0.1	128.7					s 4.10PM								27 WFOY
	P.E. & E. CROSSING 3.8	128.6													
	ARMITAGE (Spur) 3.5	124.8					f 4.00								11
D	COBURG 4.1	121.3					s 3.50								15
	WILKINS (Spur) 3.8	117.2					f 3.38								6
	PRICEBORO (Spur) 3.3	113.4					f 3.26								8
	ROWLAND 4.0	110.1					f 3.16								13
	TWIN BUTTES (Spur) 4.4	106.1					f 3.04								4
DR	**BROWNSVILLE** 2.3	101.7					s 2.50		s 8.35PM		7.30AM				20 WT
	LINN (No Siding) 4.0	99.4					f 2.36		f 8.29		7.23				
	PLAINVIEW 4.1	95.4					s 2.24		s 8.18		7.12				14
	LOWSON 2.4	91.3					2.12		8.07		6.53				14
R	**TALLMAN** 0.7	88.9	s 8.00AM				s 2.05	s 6.22PM	s 8.00		6.45AM	s 11.23AM	1.15PM		16 Y
	IRVINVILLE 2.4	88.2	f 7.58				f 2.00	f 6.20	f 7.55			f 11.20	1.10		14
	CALAHAN (Spur) 0.6	85.8	f				f		f			f			67
DR	**LEBANON** 4.3	85.2	7.50AM				1.50PM	s 6.13	7.45PM			11.10AM	1.00		24 WT
	BREWSTER 2.1	80.9						f 5.59					12.02PM		14
	GRIGGS 1.6	78.8						f 5.54					11.50		15
	BALM (Spur) 0.9	77.2													10
	CRABTREE 1.3	76.3						s 5.47					11.35		12
	GAINES (Spur) 1.9	75.0						f 5.43					11.25		9
	GILKEY 2.3	73.1						f							7
D	WEST SCIO 1.8	70.8						s 5.31					11.10		17
	SHELBURN (C&E Crossing) 2.2	69.0						s 5.26					11.00		9
	NORTH SANTIAM 1.4	66.8						f 5.20					10.50		13
	WEST STAYTON 1.6	65.4						s 5.16					10.45		13
	SHAFF (Spur) 2.2	63.8						f							5
	AUMSVILLE 2.9	61.6						s 5.05					10.30		9 W
	SHAW 2.4	58.7						s 4.55					10.15		27
	MACLEAY 2.0	56.3						s 4.47					10.05		14
DNR	**SALEM** 3.4	61.1		s 9.15AM		s 2.00PM									40
	LACHMUND 3.4	57.7		f 9.02		f 1.45									40
R	**GEER** 1.2	54.3		s 8.50		s 1.30		s 4.40					9.57		20 Y
	DURBIN (Spur) 0.7	53.1													4
	PRATUM 1.7	52.4		s 8.43		s 1.22		s 4.34					9.50		20
	SWITZERLAND (Spur) 4.3	50.7		f 8.37		f 1.16		f 4.28					9.40		10
DR	**SILVERTON** 1.5	46.4		s 8.25	s 11.10AM	1.00PM		s 4.15		s 8.20PM			9.15		17 WY
	ABIQUA (Spur) 0.8	44.9		f	f			f		f					4
	DOWNS (Spur) 1.9	44.1		f 8.16	f 11.02			f 4.05		f 8.12			8.46		11
D	MT. ANGEL 1.1	42.2		s 8.12	s 10.57			s 4.01		s 8.07			8.40		29
	BARON (Spur) 1.1	41.1		f 8.08	f 10.54			f 3.58		f 8.04			8.31		8
	McKEE (Spur) 1.4	40.0		s 8.05	s 10.51			s 3.55		s 8.01			8.28		17
	TOWNSEND (Spur) 2.8	38.6		f 8.01	f 10.47			f 3.52		f 7.57			8.23		4
DNR	**WOODBURN**	35.8		7.55AM	10.40AM			3.45PM		7.50PM			8.15AM		59 WYF
	(92.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Mon., Wed., Fri		
	Time over District		(0.10)	(1.20	(0.30)	(1.00)	(2.20)	(2.37)	(0.50)	(0.30)	(0.45)	(0.13)	(5.00)		
	Average speed per hour		22.20	18.96	21.20	14.70	18.64	20.28	19.40	21.20	17.06	17.10	10.62		

Westward trains are superior to trains of the same class in the opposite direction (see rule 72.) Exceptions: No. 10 is superior to No. 73; No. 82 is superior to No. 79; No. 80 is superior to No. 83; No. 86 is superior to Nos. 241 and 97. Additional flag stops for all trains: Selah, M. P. 724.2; County Road Crossing, between Priceboro and Wilkins; Grange Hall, between Rowland and Twin Buttes; Yeoman, 1.5 miles east of Lachmund; Gesner, 1 mile west of Lachmund; Scandia, M. P. 725.5. Glasser M. P. 680.8 and Went M. P. 682.9.

Eastward FROM SAN FRANCISCO — JUNCTION CITY SUBDIVISION — TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 85 May 16, 1915	Distance from Portland	FIRST CLASS			SECOND CLASS
		246	94	98	92					91	97	93	245
		Way Freight	Passenger	Mixed	Passenger					Passenger	Mixed	Passenger	Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
250	WY			6.30AM		684.1	DR	**OAKRIDGE** 5.1	166.8		s 6.25PM		
71				s 6.44		679.0		LOOKOUT 5.4	161.7		s 6.07		
71				s 6.58		673.6		LAWLER 1.1	156.3		s 5.47		
22				s 7.01		672.5		EULA 3.8	155.2		s 5.42		
71				s 7.11		668.7		RESERVE 3.0	151.4		s 5.32		
30				s		665.7		LANDAX (Spur) 0.7	148.4		s		
21						665.0		BURGESS (Spur) 1.2	147.7				
71	W			s 7.25		663.8		CARTER 2.5	146.5		s 5.20		
39				s 7.35		661.3	D	LOWELL 2.2	144.0		s 5.12		
71				s 7.40		659.1		PENGRA 2.9	141.8		s 5.04		
9				s 7.50		656.2		FALL CREEK (Spur) 1.7	138.9		s 4.54		
71				s 7.55		654.5		HILLS 1.8	137.2		f 4.49		
42				s 8.00		652.7		JASPER 0.6	135.4		f 4.44		
13						652.1		JASPER SPUR 1.6	134.8				
12				s 8.10		650.5		NATRON 3.4	133.2		s 4.34		
				f 8.23		647.1		DOUGLAS (No siding) 0.5	129.8		f 4.22		
30	T	11.30AM	3.50PM		9.00AM	662.4	DR	**WENDLING** 2.1	145.1	8.40AM		3.40PM	10.35AM
8						660.3		DRURY 0.6	143.0				
11		11.40	s 3.58		s 9.08	659.7		HYLAND (Spur) 1.1	142.4	s 8.30		s 3.30	10.20
45	W	12.10PM	s 4.03		s 9.13	658.6		MARCOLA 1.0	141.3	s 8.25		s 3.25	10.10
6						657.6		BAXTER 0.8	140.3				
13			f 4.08		f 9.18	656.8		BALLY 1.8	139.5	f 8.18		f 3.18	
8		12.25	s 4.14		s 9.24	655.0		DONNA (Spur) 2.0	137.7	s 8.13		s 3.13	9.50
3		12.35	f 4.20		f 9.30	653.0		SPORES (Spur) 1.5	135.7	f 8.08		f 3.08	9.40
33		12.45	f 4.24		f **9.35**	651.5		YARNELL 2.2	134.2	f 8.04		f 3.04	**9.35**
6		1.00	f 4.31		f 9.42	649.3		HENDRICKS 2.7	132.0	f 7.57		f 2.57	9.10
		1.15	f 4.38	f 8.25	f 9.50	646.6		**MOHAWK JUNCTION** 1.4	129.3	f 7.50	f 4.20	f 2.50	8.50
27	WFOY	2.00	s 4.50	s 8.30AM	s 9.55	645.2	DR	**SPRINGFIELD** 1.2	127.9	s 7.45	4.15PM	s 2.45	8.45
Y		2.04PM	4.55PM		10.05AM	644.0		**SPRINGFIELD JCT.**	126.7	7.30AM		2.40PM	8.41AM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(40.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(2.34)	(1.05)	(2.00)	(1.05)			Time over District		(1.10)	(2.10)	(1.00)	(1.54)
		7.17	16.98	19.45	16.98			Average speed per hour		15.76	17.95	18.40	9.68

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 98 is superior to No. 91 and No. 94 is superior to No. 97.

Eastward FROM SAN FRANCISCO — JUNCTION CITY SUBDIVISION — TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 85 May 16, 1915	Distance from Portland	FIRST CLASS		SECOND CLASS	
		244	88	84	28					81	27	243	85
		Way Freight	Mixed	Passenger	Willamette Limited					Passenger	Willamette Limited	Way Freight	Mixed
		Leave Mon. Wed., Fri.	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. Thurs., Sat.	Arrive Daily
16	Y	1.30PM	11.25AM	6.23PM	8.01AM	697.3	R	**TALLMAN** 0.9	88.9	s 7.04AM	s 7.29PM	6.35AM	s 1.27PM
		1.35	f 11.27	f 6.25	f 8.03	696.4		CRANOR (No siding) 1.0	88.0	f 7.00	f 7.26	6.30	f 1.25
14		1.38	f 11.30	f 6.28	f 8.06	695.4		GOLTRA 1.7	87.0	f 6.57	f 7.23	6.27	f 1.22
11		1.44	f 11.34	f 6.32	f 8.10	693.7		FRY 2.2	85.3	f 6.53	f 7.19	6.21	f 1.17
11		1.51	f 11.42	f 6.37	f 8.16	691.5		FROMAN 1.8	83.1	f 6.48	f 7.14	6.14	f 1.11
		2.00PM	11.50AM	6.42PM	8.23AM	689.7		**ALBANY JUNCTION**	81.3	6.44AM	7.10PM	6.05AM	1.05PM
		Arrive Mon. Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(7.6)		Leave Daily	Leave Daily	Leave Tues. Thurs., Sat.	Leave Daily
		(0.30)	(0.25)	(0.19)	(0.22)			Time over District		(0.20)	(0.19)	(0.30)	(0.22)
		15.81	18.24	23.01	20.72			Average speed per hour		22.80	23.01	15.81	20.73

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

SPECIAL RULES

“SAFETY FIRST”

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS

Portland (Union Depot).
Portland (Dispatcher's Office.)
Brooklyn.
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Cottage Grove.
Roseburg.
Glendale
Grants Pass.
Ashland.
Beaverton.
Hillsboro.
Forest Grove.
McMinnville
Whiteson
Dallas.
Corvallis.
Silverton.
Brownsville.
Oakridge.

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
BELDING & SAXTON, Local Watch Inspectors	Portland
E. A. PRIEST, Local Watch Inspector	Canby
JOHNSON & SHOREY, Local Watch Inspectors	Woodburn
F. M. FRENCH, Local Watch Inspector	Albany
M. L. KREAMER, Local Watch Inspector	Eugene
A. SALZMAN, Local Watch Inspector	Roseburg
B. BARNES, Local Watch Inspector	Grants Pass
H. L. WHITED, Local Watch Inspector	Ashland
D. W. ROOF, Local Watch Inspector	Springfield
W. F. HANNA, Local Watch Inspector	McMinnville
J. A. HOFFMAN, Local Watch Inspector	Hillsboro
E. W. S. PRATT, Local Watch Inspector	Corvallis
F. W. NEWELL, Local Watch Inspector	Sheridan
C. H. MORRIS, Local Watch Inspector	Dallas

BULLETIN STATIONS.

Portland (Dispatcher's Office.)
Brooklyn.
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Cotttage Grove.
Roseburg.
Grants Pass.
Ashland.
Beaverton.
Hillsboro.
Forest Grove.
McMinnville.
Whiteson
Dallas.
Corvallis.
Silverton.
Brownsville.
Oakridge.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and superintendent's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

All trains must obtain clearance card, Form 2643, before leaving Medford, Grants Pass, Eugene, Albany, Salem and Dallas. Westward trains between 7 a. m. and 7 p. m. Jefferson Street Depot.

Assigned crews, whose runs terminate at Whiteson, will accept clearance Form 2643 as authority to assume their respective schedules.

All trains routed via detour at Hillsboro, Forest Grove and Newberg must obtain clearance card, Form 2643, at city stations.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

Trains will be governed by train order signal at Sheridan. Rule 83-A will not apply.

REGISTER EXCEPTIONS.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

Brooklyn. First class trains will leave register ticket (Form 2642) with operator at Brooklyn who will register for them. See first paragraph Rule 96.

Woodburn. Only Nos. 9 and 10 and trains originating or terminating at Woodburn will register.

Cottage Grove. Only Nos. 20 and 48 will register.

Divide. Only Nos. 19 and 48 will register.

Oswego. Nos. 141 and 142 will leave register ticket (Form 2642) with the operator at Oswego, who will register for them.

Tualatin. Eastward first class trains, originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Tualatin.

Newberg. Eastward first class trains originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Newberg. Trains moving through freight yard must obtain check of trains via Electric station by train order when necessary.

Beaverton: No. 103 will leave register ticket (form 2642) with operator at Beaverton who will register for them.

Reedville only Nos. 119 and 120 will register.

Forest Grove. Eastward first class trains originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Forest Grove. Trains moving through freight yard must obtain check of trains via Electric station by train order when necessary.

Hillsboro. Regular trains via Hillsboro electric station need not check the register, except against No. 141, whose registration will be telephoned from steam station to electric station, and operators will be held responsible for proper transmission and registration. Trains via Beaverton-Forest Grove Line, moving through freight yard at Hillsboro, and all P. R. & N. eastward trains, must obtain check of trains via electric station by train order before fouling the Beaverton-Forest Grove main track when necessary.

St. Joseph. Nos. 231 and 233 must obtain check of trains from dispatcher by train order before leaving. Extra trains moving from Forest Grove Line to Newberg Line, or vice versa, must obtain check of trains from dispatcher by train order before leaving. During foggy or otherwise obscure weather, westward trains must leave a red fusee at St. Joseph as they pull out.

Instructions to Dispatchers. If sections are created from or signals taken down at either St. Joseph, Newberg, Tualatin, Forest Grove or Hillsboro Electric stations dispatcher must first protect inferior trains by train order.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14. This test should also be made on eastward trains at Bertha and Grants Pass and westward trains at Glendale. It is permissible to call for the plug with one long blast of the whistle.

All retainers must be turned up on passenger and freight trains westward, from Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin and Dimmick to Grants Pass; eastward, from Dimmick to Merlin, Tunnel 9 to Leland. Tunnel 8 to Glendale; also on eastward and westward freight trains, Rice Hill to foot of grade, and from Divide to Comstock, westward.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Woodburn, Salem, Albany, Eugene, Cottage Grove, Drain, Glendale, Grants Pass, Medford, Silverton, Lebanon, Newberg, Whiteson, Beaverton and Independence. Westward freight trains will stop at Hugo five minutes to permit cooling and a superficial examination. Train crew should make careful inspection of trains at any point where trains stop, or at points where slow movement of train will permit trainmen to stand on ground and watch for defects as train is pulled past.

When pusher engines are in trains, after a rear end test has been made, the leading engine will not attempt to start until the pusher engine has whistled off. The pusher engine will not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates seventy (70) pounds.

When pusher engine with cars behind them couple into trains, engineer of pusher engine handling air will make a heavy reduction of not less than 20 pounds in brake pipe pressure before angle cock is turned on head end of engine. Where there is only one engine on train, when train line is broken and pressure in rear portion of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to fully carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

AUTOMATIC BLOCK SIGNALS.

On single track trains will wait five minutes in accordance with Rule 504 before following flagman, excepting between Willsburg Junction and East Morrison Street trains stopped by block signal will wait one minute then proceed under control not exceeding six miles per hour to next signal.

When trains meet at Oregon City, Divide or Rice Hill and the home signal at either end of the siding is at stop on account of opposing train holding main track or taking siding, and switches are properly lined up, train will not stop but may proceed under control, not exceeding six miles per hour, if view ahead is seen to be clear to the point where train wishes to go, provided this point is not **beyond** the fouling point where opposing train takes siding.

LOCATION OF INTERLOCKING PLANTS.

Northern Pacific Terminal Co. yard, Portland.
Willamette River Bridge between East Portland and Portland.
P. E. & E. Crossing between Eugene and Springfield Junction.
Oregon Electric crossing east of Beaverton.
Oregon Electric crossing between Tigard and Robinson.

SIGNALS AT RAILROAD GRADE CROSSINGS.

Following signals will govern at unprotected railroad grade crossings:

One long blast of whistle at proper distance from crossing when approaching same.

Two short blasts after train is stopped and before passing over crossing.

Exceptions.—At crossings within city limits of Albany, Portland, Hillsboro and Newberg, it will not be necessary to give one long blast of whistle approaching crossing. Within city limits of Albany, Portland and Newberg, not necesssary to to give short blasts of whistle when stop is made before passing over crossing, but give two short blasts before passing over O. E. crossings at Hillsboro.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotives	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 “
A-81 20-28 105	3025 to 3071	77	46380 “
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 “
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 “
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 “
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 “
E-73 18/24 63	1430 and 1432	61	27570 “
MC-57 26-40/30 394	4000 to 4016	53	43050 “
MC-57 26-40/30 398	4017 to 4028	53	43050 “
MC-57 26-40/30 401-S	4029 to 4043	53	43500 “
MC-57 26-40/30 401-S	4044 to 4048	53	43500 “
C-57 22/30 180	2625, 2626, 2628, to 2642 2644 to 2561, 2653, to 2655 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 “
C-57 22/30 187	2513 to 2591, 2800 to 2830,	52	39650 “

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains as shown below.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 degrees or over.

Maximum Speed Engines running light as follows: Atlantic Type, 50; Pacific Type, 50; Ten-wheel Vauclain Compound, 45; Ten-wheel changed to simple, 45; Ten-wheel Nos. 2301 to 2352, inclusive, 45; Eight-wheel American Type, 50; Consolidation Type, 35; Mikado Type, 35; Mogul Type, simple and compound, 45; Switch Engines, 20 miles per hour.

SPECIAL RULES—Continued.

Maximum speed engines backing up on main line between Ashland and Portland, 25 miles per hour; all branch lines, 20 miles per hour.

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Trains handling logs between Oakridge, Wendling and Coburg must not exceed 15 miles per hour.

Portland—Junction City

Trains must reduce speed to 10 miles per hour over Willamette River bridge, Portland; passing shop buildings, Brooklyn; over grade crossings, between Brooklyn and Willsburg Junction, and over Willamette Valley Southern Railway crossing east of Oregon City. 15 miles per hour on curve 1 mile west of Oregon City. 20 miles per hour at Rock Point where track approaches the river west of New Era; and around curves east and west of Clackamas River bridge.

Approach United Railways crossing on Front Street, Portland, prepared to stop, expecting to find same occupied.

Junction City—Roseburg.

Trains must reduce speed to 20 miles per hour around sharp curves east and west of Winchester bridge.

Pacific type, Atlantic type and 2300 class engines restricted to 30 miles per hour between mile post 642 and 645, and 35 miles per hour between Comstock and Drain, 30 miles per hour between Sutherlin and Roseburg. Consolidation and Mikado engines 25 miles per hour between M. P. 642 and 645, and Sutherlin and Roseburg.

Roseburg—Ashland.

Pacific type, Atlantic type and 2300 class engines restricted to 30 miles per hour, and Consolidation and Mikado engines 25 miles per hour between Roseburg and Green.

Speed of Mikado type engines must not exceed 15 miles per hour on curves 12 degrees or over. Curve warning signs will be placed to indicate these curves in Cow Creek Canyon at or near the following mileposts:

M. P. 513.7
M. P. 514.2
M. P. 514.5
M. P. 515.3
M. P. 515.5
M. P. 516.2
M. P. 521.4
M. P. 521.7
M. P. 525.2
M. P. 525.5
M. P. 527.8
M. P. 528.2
M. P. 539.2
M. P. 539.4

Coburg-Springfield Jct.—Wendling

Trains handling cars loaded in excess of 66,000 pounds between Coburg, Springfield Junction and Wendling, must not exceed ten (10) miles per hour in passing over truss bridges.

Silverton—Woodburn.

Engines over 88,000 lbs. on drivers will not exceed 15 miles per hour between Silverton and Woodburn, and not run on sidings at Silverton, except house track and Silverton Lumber Company's tracks.

Willsburg Jct.—Oswego.

Trains must reduce speed to 15 miles per hour over trestle approaches to Willamette River bridge between Oswego and Milwaukie.

Portland—McMinnville.

Trains must reduce speed to 6 miles per hour in passing over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland. over Elk Rock trestle and Tualatin and South Yamhill River bridges.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

	Passenger.	Freight.
Portland-Divide	50	30
Divide-Comstock	25	18
Comstock-Drain	35	25
Drain-Sutherlin	45	25
Sutherlin-Roseburg	30	20
Roseburg-Cornutt	45	25
Cornutt-West Fork	30	20
West Fork-Reuben	25	18
Reuben-Grants Pass	45	25
Grants Pass-Ashland	50	30
Portland-McCoy	50	30
McCoy-Corvallis	45	25
Salem-Geer	35	25
Portland (Jefferson St.)-St. Joseph	50	30
Willsburg Junction-Beaverton	50	30
Whiteson-Airlie	25	18
Broadmead-Sheridan	25	18
Woodburn-Silverton	40	25
Silverton-Coburg	30	22
Coburg-Springfield	40	25
Springfield-Natron	25	18
Natron-Oakridge	40	30
Mohawk Junction-Wendling	25	18
Lebanon-Albany Junction	30	22

Speed of trains regulated by ordinance through city limits.

	Miles per hour.		Miles per hour.
Portland	10	Medford	8
Oregon City	8	Talent	15
Aurora	15	Milwaukee	12
Hubbard	25	Oswego	10
Woodburn	10	Beaverton	8
Gervais	15	Hillsboro	12
Salem	10	Cornelius	12
Turner	12	Forest Grove	15
Jefferson	20	Carlton	10
Albany	8	McMinnville	12
Halsey	10	Amity	10
Harrisburg	12	Independence	6
Junction City	10	Corvallis	10
Eugene	15	LaFayette	6
Creswell	12	Dallas	6
Yoncalla	15	Monmouth	8
Roseburg	15	Lebanon	12
Rogue River	20	Brownsville	10
Central Point	10		

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

LIST OF STRUCTURES THAT HAVE AN OVERHEAD CLEARANCE OF LESS THAN 22′ 0″ AND A SIDE CLEARANCE OF LESS THAN 6′ 0″ FROM THE NEAREST RAIL.

Mile Post	Between	Clearance Over-head	Clearance Side	Obstruction
	Ashland—Roseburg.			
456-E	Gold Hill-Gold Ray		15.2	Rogue River Xing.
490	Leland-Hugo	19.0		Tunnel No. 9.
505	Glendale-Wolf Creek	17.8		Tunnel No. 8.
509-D	Lystul-Glendale		15.2	Cow Creek.
514	Brandt-Reuben	18.1		Tunnel No. 7.
514	Brandt-Reuben	17.4		Tunnel No. 6.
515	Brandt-Reuben	18.2		Tunnel No. 5.
516	Brandt-Reuben	18.1		Tunnel No. 4.
518	West Fork-Brandt	19.0		Tunnel No. 3.
521	West Fork-Brandt	19.2		Tunnel No. 2.
521-A	West Fork-Brandt		15.0	Cow Creek.
521-C	Cow Creek-West Fork		15.2	W. Fork Creek Xing.
530.8	Peck-Union Creek	18.8		Tunnel No. 1.
550-B	Myrtle Creek-Weaver		15.2	S. Umpqua Riv. Xing.
	Roseburg—Junction City.			
578-B	Wilbur-Winchester		15.2	N. Umpqua Riv. Xing.
589-I	Youngs-Oakland		15.3	Calapooia Riv. Xing.
607-F	Drain-Devore		15.3	Elk Creek Xing.
608-F	Drain-Devore		15.3	Pass Creek Xing.
610-G	Leona-Krewson		15.0	Pass Creek Xing.
625-D	Cottage Grove-Latham		15.0	Coast Fork R. Xing.
627-D	Saginaw-Cottage Grove		15.0	Coast Fork R. Xing.
	Junction City—Portland.			
663-A	Virgil-Junction City		15.2	Willamette R. Xing.
662-A	Tangent-Shedd		15.3	Calapooia Riv. Xing.
699-A	Jefferson-Millersburg		15.0	Santiam River Xing.
743-D	Barlow-Aurora		15.0	Pudding River Xing.
757-G	Clackamas-Park Place		15.3	Clackamas Riv. Xing.
770	Portland-East Portland	21.2		Burnside Bridge.
	Springfield—Woodburn.			
650-D	Coburg-Armitage	19.0	16.8	McKenzie Riv. Xing.
671-F	Brownsville-Twin Buttes	18.3	13.5	Calapooia Riv. Xing.
689-E	Brewster-Lebanon		15.0	S. Santiam Riv. Xing.
698-G	Gaines-Crabtree	19.8	14.3	Crabtree Creek Xing.
701-B	West Scio-Gilkey	18.3	13.5	Thomas Creek Xing.
706-D	N. Santiam-West Stayton	20.3		N. Santiam R. Xing.
	Springfield—Springfield Junction.			
644-E	Springfield-Springfield Jct	18.5	14.8	Willamette Riv. Xing.
	Wendling—Mokawk Junction.			
659-G	Drury-Hyland	19.8	14.3	Mohawk Riv. Xing.
651-B	Hendricks-Yarnell	21.1	14.7	Mohawk Riv. Xing.
649-F	Hendricks-Yarnell	20.3	15.0	McKenzie R. Xing.
	Corvallis—Whiteson.			
81-E	Parker-Suver	20.0	15.0	Luckiamute R. Xing.
	Airlie—Whiteson.			
74-E	Monmouth-Luckiamute	18.3	13.5	Luckiamute R. Xing.
62-D	Polk-Dallas		13.7	La Creole Riv. Xing.
	Oswego—Willsburg Junction.			
2-E&F	Menefee-Oswego		15.5	Willamette R. Xing.
	Electric Lines.			
53-B	McMinnville-Whiteson	20.0	15.0	S. Yamhill R. Xing.
12-H	Galbraith-Tualatin	20.3	15.0	Tualatin Riv. Xing.
0.3	Jefferson St.-Turntable	20.7		Overhead Road Xing.
0.4	Jefferson St.-Turntable	21.9		O. E. Overhead Xing.

Train employes are cautioned not to lean out of engine cab window while passing over Clackamas River bridge.

Train and enginemen are cautioned to keep a sharp lookout especially on curves on West Side and Yamhill lines, where trolley poles and wires are being put up in connection with electrification work. Avoid coming in contact with these wires as they carry high voltage current. Trolley wire running through Tualatin and South Yamhill River bridges will not clear men on top of box car.

Goodin. The rock crushing bins will not clear box car or engine. When using this track great care must be taken, account impaired clearance.

Zimmerman. When using spur at Zimmerman, electric cars must not move beyond point 200 feet east of switch, as overhanging roof will not clear pantagraph.

MAIN TRACK LINE UP AT JUNCTIONS.

Junction switches at Cook and Oswego must be left set and locked for movements between Portland and St. Joseph via Rivera and Newberg.

Junction switch at Beaverton must be left set and locked for movements via Hillsboro-Bertha line.

Junction switch (second connection east of crossing) at Dallas must be left set and locked for the S. F. C. & W. connection.

Junction switches of detour at Hillsboro must be left set and locked for movements via Hillsboro city station.

Junction switch east of depot at Hillsboro must be left set and locked for movements via P. R. & N. line.

Junction switches of detour at Forest Grove must be left set and locked for movements via Forest Grove City Station.

Junction switches of detour at Newberg must be left set and locked for movements via Newberg city station.

Junction switch (west leg of wye) at Springfield must be left set and locked for movements via Springfield and Springfield Jct. line.

The junction switch leading to the Jefferson Street line at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used. Therefore, westward trains must approach this switch under control, expecting to find it lined up against them.

SPECIAL RULES—Continued.

YARDS.

All trains must be under control within yard limits as listed below. See Rule 93.

PORTLAND (Portland, yard limits extend to yard signs west of Willsburg Junction. Hooker St. and east of Turntable.)
OREGON CITY
CANBY
WOODBURN (Woodburn, yard limits extend to yard sign west of South Woodburn.)
SALEM (Salem, yard limits extend to yard signs east of Fair Grounds and west of South Salem.)
ALBANY (Albany, yard limits extend to yard signs west of Albany Junction.)
JUNCTION CITY
EUGENE (Eugene, yard limits extend to yard sign west of Springfield Junction.)
COTTAGE GROVE (Cottage Grove, yard limits extend to yard sign west of Latham.)
DRAIN
ROSEBURG
WEST FORK
GLENDALE
GRANTS PASS
MEDFORD (Medford yard limits extend to yard sign east of Crater Lake Junction.)
ASHLAND
SPRINGFIELD (Springfield, yard limit extends to yard sign east of Fisher-Balle Mills, west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)
COBURG
BROWNSVILLE
OAKRIDGE
LEBANON
SILVERTON
TALLMAN
WENDLING
BEAVERTON
HILLSBORO (Hillsboro, yard limits extend to yard signs east of Tillamook Junction and west of Range.)
FOREST GROVE (Forest Grove, yard limits extend to yard signs east of Catching and west of Detour.)
CARLTON
ST. JOSEPH
McMINNVILLE
WHITESON
GERLINGER
INDEPENDENCE
CORVALLIS (Corvallis, yard limits extend to yard sign east of C. & E. crossing.)
OSWEGO (Oswego, yard limits extend to yard sign east of Briarwood.)
COOK
NEWBERG (Newberg, yard limits extend to yard signs east of Meridan and west of First St.
BROADMEAD
SHERIDAN
DALLAS
MONMOUTH
AIRLIE

At Eugene and Canby P. E. & E. trains will use S. P. tracks, and at Salem S. F. C. & W. trains will use S. P. tracks between their connection at Union Street and passenger station; all trains will move under control expecting to find track occupied. S. P. freight trains and yard engines must not delay passenger trains.

At Corvallis, S. P. passenger trains use the C. & E. main track between C. & E. crossing and passenger station. Freight trains use old S. P. or Sixth Street Main track to and from C. & E. crossing.

Dallas. S. F. C. & W. trains use S. P. track between passenger station and S. F. C. & W. Junction switch, under Rules 93 and 99, all trains moving under control, expecting to find main track occupied.

Between 6.00 P. M. and 7.00 A. M. trains using the Geer line between main line junction and yard limits, Salem, will move under control expecting to find track occupied by cars and yard engines.

LOCATION WATER TANKS BETWEEN STATIONS.

One half-mile west of Tunnel 9.	Four miles west of Cornutt.
One-fourth mile west of Pollard.	One-eighth mile west of Rock Spur.

MISCELLANEOUS.

Two or more engines coupled together must not run over truss bridges between Geer and Coburg.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

Flues of engines must not be sanded while crossing overhead bridges.

On single track within automatic block signal limits last portion of Rule 86 will not apply.

Derailer in old main line just east of First St., Newberg.

Mikado engines must not be operated coupled together.

Mikado and Consolidation engines must not be operated coupled together, over Wolf Creek trestles between Tunnel 8 and Wolf Creek.

When crews make several trips Rule 3 will apply on first trip only.

Trains entering sidings or other tracks, do so under control, see and know that track is clear. Responsibility for collision with cars placed with entering train.

Track "A" will be used as siding at Brooklyn.

ELECTRIC LINES.

In order to avoid trouble with the dynamotors on electric cars, due to flashing over dead sections and cross overs, trains will reduce speed to eight miles per hour.

When electric trains are composed of three cars (all motors) pantagraphs on two cars only should be up at one time. If train consists of four or five cars (all motors) pantagraph should be up on only three cars at one time, and when composed of six cars (all motors) pantagraph on only four cars should be up at one time.

The track via Newberg and Forest Grove passenger stations will be the main track, and only electric trains are permitted to use the main track between junction switches with the freight yard. All steam trains must use the freight yard tracks between Meridian and First Street, and between Detour and Catching.

Electric engines must be used to move freight cars to and from old main line and city freight house at Forest Grove.

The track via Hillsboro Electric Station between Tillamook Junction and Range, will be the main track for the Beaverton-Forest Grove Line, and only electric trains are permitted to use it. All steam trains via Beaverton-Forest Grove Line must use the P. R. & N. main track and freight yard tracks between Tillamook Junction and Range.

Eastward trains must stop before fouling the Junction switch at Fourth and Jefferson Streets, Portland.

All trains must stop before crossing electric tracks on Fourth and Jefferson Streets, Portland; Oregon Electric tracks at Hillsboro, and Spaulding Logging Co. track at Newberg. Whenever the view of the motorman's obstructed by weather conditions or otherwise, it will be necessary to flag over these crossings.

The dimmer must be used on headlights of all Electric Trains within the City limits of Portland, as required by ordinance.

When westward trains run in two sections and are consolidated at Hooker Street, air brakes must be tested as per air brake rule 14. Engineer on second section must not leave train until after this test has been made. Air brake rule 24 will apply on eastward trains when run in two sections from Hooker Street.

Rule 91 will not apply for movements between Portland, Hooker Street, and Jefferson Street Depot.

Derailer in old main line east of First street, Newberg.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

KIND OF CAR	Wood	Steel	Steel Underframe
Baggage	78,000	88,000	....
Baggage, (Dynamo)	....	106,000	....
Baggage and Mail	76,000	121,900–69 ft. 90,600–60 ft.	93,000
Baggage and Passenger	54,000	....	....
Buffet	114,000	....	121,000
Buffet, (Dynamo)	....	146,000	....
Business	107,000	178,000	135,000
Chair	87,000	98,000	....
Coaches	80,000	92,000	....
Dining	126,000	146,000	131,000
Horse Express	81,000	....	....
Observation	122,000	....	....
Postal	....	110,000–60 ft. 77,000–40 ft.	....
Pullman, Parlor	116,000	....	....
Pullman, Observation	124,500	150,000	127,000
Pullman, Std. Sleeper	125,000	150,000	140,000
Pullman, Tourist	94,000	....	110,000
Tea and Silk	48,000	....	....

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND JUNCTION CITY						JUNCTION CITY & ROSEBURG					ROSEBURG AND ASHLAND						WOODBURN AND NATRON						M'H'K JC. & WENDLING		ALB'Y JCT. & LEBANON			
		Westward			Eastward			Westward			Eastward		Westward			Eastward			Westward			Eastward			Westward	Eastward	Westward	Eastward		
		Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Aum'ville	Aum'ville to Natron	Natron to Aum'ville	Aum'ville to Pratum	Pratum to Woodb'n	M'h'k Jct. to Wendl'g	Wendl'g to M'h'k Jct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.		
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	930	1280	1380	1480	1380	1230	1180	370	485	465	1180						950	930	425	790	1480	500	1205	1450	1525	1380	1480		
M-57 $\frac{17}{24}$ 68	1601 to 1607	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
T-57 $\frac{18}{24}$ 68	2025	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
T-57 $\frac{18}{24}$ 74	2029	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
T-57 $\frac{18}{24}$ 70	2030, 2031																													
T-57 $\frac{18}{24}$ 72	2041, 2048, 2058, 2085, 2099																													
M-57 $\frac{18}{24}$ 73	1610 to 1614	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1290	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
E-62 $\frac{18}{26}$ 62	1476	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	525	1000	1680	700	1480	1650	1850	1580	1680		
E-63 $\frac{18}{24}$ 69	1385																													
E-63 $\frac{18}{24}$ 68	1395																													
T-57 $\frac{18}{24}$ 88	2138, 2141, 2145, 2148	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	850	1680	1850	2050	1780	1880		
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 78	2190, 2191, 2197	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 71	2193																													
T-57 $\frac{18}{30}$ 84	2208																													
T-69 $\frac{20}{26}$ 113	2219	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540												
T-63 $\frac{19}{24}$ 105	2223	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540												
A-81 $\frac{20}{28}$ 105	3067, 3068, 3070, 3071																													
T-63 $\frac{20}{26}$ 112	2271	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540												
T-69 $\frac{20}{28}$ 134	2274	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550												
T-69 $\frac{21}{28}$ 149	2283, 2292, 2298, 2299	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800												
T-69 $\frac{15\frac{1}{2}\text{-}26}{28}$ 142	2297	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550												
P-77 $\frac{22}{28}$ 141	2422 to 2427	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000												
T-63 $\frac{22}{28}$ 160	2331 to 2351	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200												
C-57 $\frac{22}{30}$ 187	2513 to 2591, 2800 to 2830	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400												
Mk-57 $\frac{23}{30}$¾ 205	3200 to 3208	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740												
Mk-57 $\frac{23}{30}$¾ 205	3221, 3227, 3228	3150	3950	4300	F	4300	4050	3800	1450	1950	1600	3650	3000	1450	3000	F	1400	4050												
Mk-63 $\frac{26}{28}$ 210	3262, 3263																													
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms.	6	6	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms.	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND CORVALLIS										PORTLAND AND AIRLIE													WILLSB'RG & BEAV'TN		NATRON & OAKRIDGE		GEER AND SALEM	
		Westward			Eastward							Westward						Eastward							Westward	Eastward	Westward	Eastward	Westward	Eastward
		Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St. Joseph	St. Joseph to Yamhill	Yamhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smithf'ld	Smithf'ld to Dallas	Dallas to Monm'th	Monm'th to Airlie	Airlie to Smithf'ld	Smithf'ld to Whiteson	St. Joseph to Sp'gbr'ok	Sp'gbr'ok to Sherwood	Sherwood to Portland	Bro'dm'd to Sheridan	Sheridan to Bro'dm'd	Willsb'rg to Beav'rton	Beav'rton to Willsb'rg	Natron to Oakridge	Oakridge to Natron	Geer to Salem	Salem to Geer
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	130	950	660	660	855	810	775	1100	1175	430	800	425	870	425	1550	650	830	1100	720	420	870	790	600	950	1380	1180	1180	930	1205
M-57 $\frac{17}{24}$ 68	1601 to 1607	190	1200	850	850	1100	1050	1000	1400	1500	600	1040	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1000	1500	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 68	2025	190	1200	850	850	1100	1050	1000	1400	1500	600	1040	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1050	1500	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 74	2029	200	1300	900	900	1200	1100	1050	1500	1600	640	1080	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1100	1680	1430	1430	1180	1580
T-57 $\frac{18}{24}$ 70	2030, 2031																													
T-57 $\frac{18}{24}$ 72	2041, 2048, 2058, 2085, 2099																													
M-57 $\frac{18}{24}$ 73	1610 to 1614	200	1300	900	900	1200	1100	1050	1500	1600	640	1080	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1100	1680	1430	1430	1180	1580
E-62 $\frac{18}{26}$ 62	1476	190	1200	850	850	1100	1050	1000	1400	1500	600	1040	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1000	1580	1380	1380	1110	1480
E-63 $\frac{18}{24}$ 69	1385																													
E-63 $\frac{18}{24}$ 68	1395																													
T-57 $\frac{18}{24}$ 88	2138, 2141, 2145, 2148	210	1430	1050	1050	1430	1280	1200	1630	1700	700	1450	600	1400	750	2200	900	1200	1550	1050	575	1430	1200	800	1200	1780	1580	1580	1280	1680
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	220	1450	1000	1100	1500	1380	1200	1600	1800	750	1450	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1250	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 78	2190, 2191, 2197	220	1500	1000	1100	1500	1380	1200	1600	1800	750	1450	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1250	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 71	2193																													
T-57 $\frac{18}{30}$ 84	2208																													
T. W-51 $\frac{20}{26}$ 120	2935		1900	1600	1600	2000	1850	1800	2250	2300															1700	2300				
T. W-57 $\frac{20}{30}$ 114	2926																													
T. W-57 $\frac{20}{30}$ 120	2931																													
T. W-57 $\frac{20}{30}$ 122	2929																													
T. W-51 $\frac{20\ 29}{26}$ 120	2932, 2940, 2943																													
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms.	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6				6	6
	40 to 50 Ms.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				3	3
	More than 50 Ms.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"-Consolidation engine "M"-Moguls "Mk"-Mikado "E"-Eight-wheelers
"T"-Ten-wheelers "T.W"-Twelve-wheelers "P"-Pacific Type

EXAMPLE—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. A. L. BERKLEY	Assistant Surgeon	Portland	
DR. J. O. C. WILEY	Assistant Surgeon	Portland	
DR. G. AINSLIE	Oculist and Aurist	Portland	Portland.
DR. G. H. BUCK	District Surgeon	East Portland	Portland (East Side) to Clackamas.
DR. C. H. MEISSNER	District Surgeon	Oregon City	Clackamas to New Era.
DR. H. A. DEDMAN	District Surgeon	Canby	New Era to Aurora.
DR. B. F. GIESY	Emergency Surgeon	Aurora	
DR. S. W. WEAVER	Emergency Surgeon	Hubbard	
DR. O. P. OVERTON	District Surgeon	Woodburn	Aurora to Gervais and Mt. Angel.
DR. W. W. KETTLE	Emergency Surgeon	Gervais	
DR. W. H. BYRD	District Surgeon	Salem	Gervais to Marion.
DR. G. A. MASSEY	Emergency Surgeon	Turner	
DR. W. W. ALLEN	Emergency Surgeon	Jefferson	
DR. H. J. KAVANAUGH	District Surgeon	Albany	Marion and Halsey.
DR. T. I. MARKS	Emergency Surgeon	Shedd	
DR. T. K. JOHNSON	Emergency Surgeon	Halsey	
DR. W. H. DALE	Emergency Surgeon	Harrisburg	
DR. D. P. LOVE	District Surgeon	Junction City	Halsey to Irving.
DR. D. A. PAINE	Consulting Surgeon	Eugene	Irving to Creswell.
DR. WM. KUYKENDALL	District Surgeon	Eugene	
DR. J. E. KUYKENDALL	Assistant Surgeon	Eugene	
Dr. C. B. MARKS	Oculist and Aurist	Eugene	
DR. J. E. BRIDGEWATER	Emergency Surgeon	Creswell	
DR. B. R. JOB	District Surgeon	Cottage Grove	Creswell to Comstock.
DR. H. A. CANFIELD	District Surgeon	Drain	Comstock to Yoncalla.
DR. E. J. WAINSCOTT	District Surgeon	Oakland	Yoncalla to Wilbur.
DRS. A. C. SEELY & A. F. SETHER.	District Surgeons	Roseburg	Wilbur to Dillard.
DR. F. G. HEWETT	District Surgeon	Yoncalla	
DR. D. M. BROWER	Emergency Surgeon	Myrtle Creek	
DR. WM. F. KAISER	District Surgeon	Riddle	Dillard and West Fork
DR. G. P. KNOTT	District Surgeon	Glendale	West Fork to Leland.
DRS. CLEMENT & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point.
DR. L. O. CLEMENT	Oculist and Aurist	Grants Pass	
DR. W. P. CHISHOLM	Emergency Surgeon	Gold Hill	
DR. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent.
DR. J. J. EMMONS	Oculist and Aurist	Medford	
DR. J. S. PARSONS	Consulting Surgeon	Ashland	Talent to Ashland.
DR. A. W. BOSLOUGH	District Surgeon	Ashland	Talent to Ashland.
DR. R. E. KLEINSORGE	District Surgeon	Silverton	Mt. Angel to Aumsville.
DR. A. BURSELL	Emergency Surgeon	Aumsville	
DR. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville.
DRS. BARR & POLLARD	District Surgeons	Springfield	Armitage to Natron and Wendling.
DR. E. A. LOOMIS	Emergency Surgeon	Marcola	
DR. O. E. PETTERSON	Emergency Surgeon	Wendling	
DR. J. R. STEAGALL	District Surgeon	Coburg	Brownsville to Armitage.
DR. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch.
DR. E. W. HOWARD	District Surgeon	Brownsville	
DR. P. M. CARSTENS	District Surgeon	Beaverton	Portland to Reedville and Beaverton Bh.
DR. J. P. TAMIESIE	Consulting Surgeon	Hillsboro	Reedville to Yamhill.
DR. R. M. ERWIN	District Surgeon	Hillsboro	Reedville to Yamhill.
DR. E. J. CROWTHERS	Emergency Surgeon	Cornelius	
DR. H. W. VOLLMER	Emergency Surgeon	Forest Grove	
DR. H. R. KAUFFMAN	Emergency Surgeon	Forest Grove	
DR. H. E. CARRUTH	Emergency Surgeon	Yamhill	
DR. J. H. COOK	District Surgeon	McMinnville	Yamhill to Whiteson.
DR. O. D. BUTLER	District Surgeon	Independence	Whiteson to Wellsdale.
DR. G. R. FARRA	District Surgeon	Corvallis	Wellsdale to Corvallis.
DRS. PERNOT & JOHNSON	District Surgeons	Corvallis	Wellsdale to Corvallis.
DR. W. H. BECKER	Emergency Surgeon	Sherwood	
DR. H. A. LITTLEFIELD	Emergency Surgeon	Newberg	
DR. W. T. SMITH	District Surgeon	Sheridan	Whiteson to Sheridan.
DR. A. B. STARBUCK	District Surgeon	Dallas	Sheridan Jct. to Airlie.
DR. W. D. BUTLER	Emergency Surgeon	Airlie	

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.
When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.
Any officer of the Company is authorized to call Company Surgeons to attend the injured.
When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

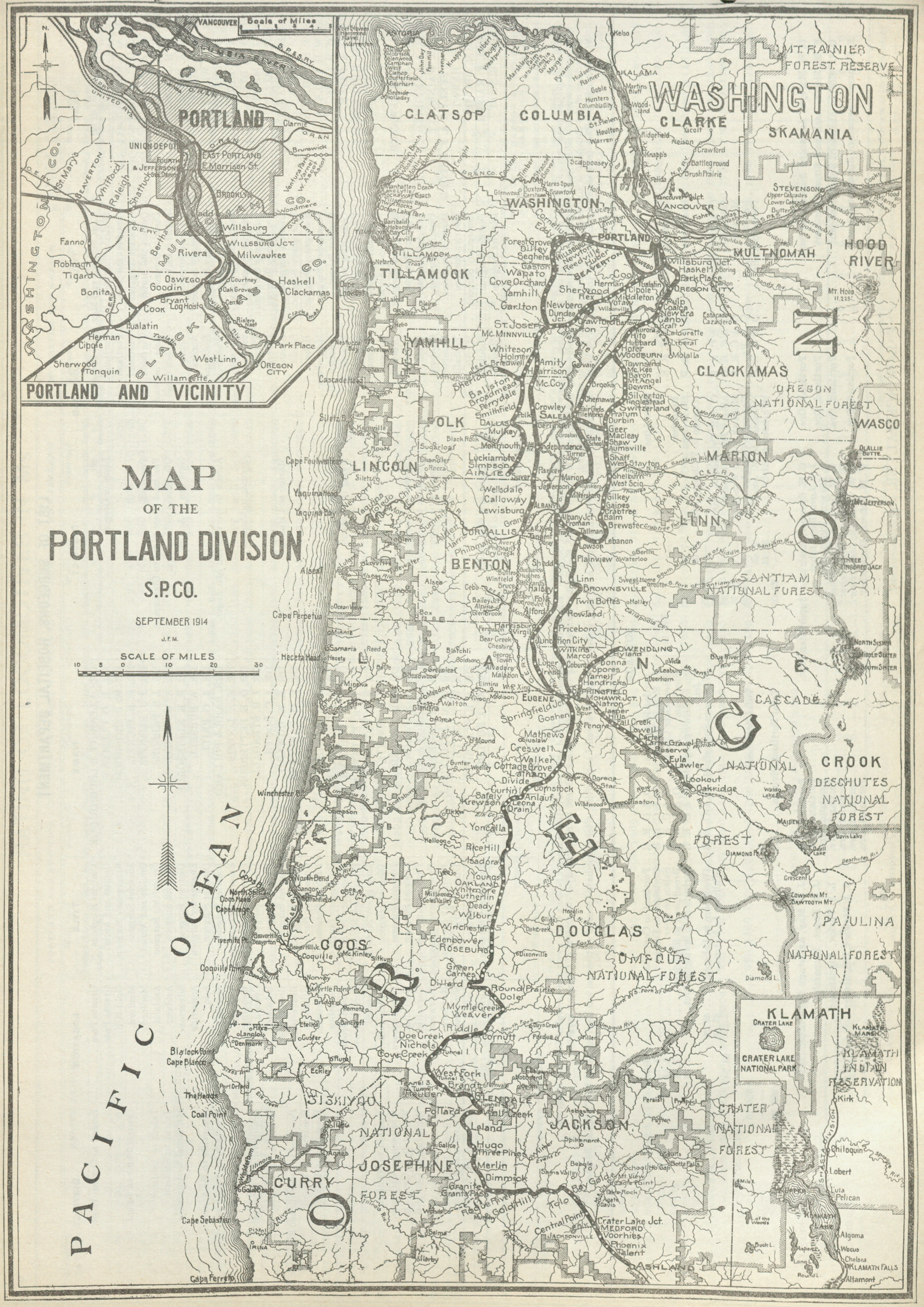
MILEAGE

Main Line

Ashland to Portland	O. & C. R. R.				341.11
Branches					
Beaverton	O. & C. R. R.	Beaverton to Cook	7.28		
		Oswego to Willsburg Jct.	3.07		
				10.35	
C. & E. R. R.	O. & C. R. R.	C. & E. Crossing to Corvallis		1.46	
Lebanon	O. & C. R. R.	Albany Jct. to Lebanon		11.38	
Mohawk	O. & C. R. R.	Mohawk Jct. to Wendling		15.95	
Natron	C. P. Ry.	Natron to Oakridge		34.39	
Portland-Airlie	O. & C. R. R.	Portland to St. Joseph	36.65		
		Whiteson to Airlie	36.44		
				73.09	
Portland-Corvallis	O. & C. R. R.	Portland to Corvallis		96.39	
S. F. C. & W. Ry.	O. & C. R. R.	Gerlinger to Dallas		5.12	
Salem-Geer Cut-off	O. & C. R. R.	Salem to Geer		6.81	
Sheridan	O. & C. R. R.	Broadmead to Sheridan		7.24	
Springfield-Springfield Jct.	O. & C. R. R.	Springfield to Springfield Jct.		1.23	
Woodburn-Springfield	O. & C. R. R.	Woodburn to Lebanon	49.26		
		Tallman to Natron	45.48		
				94.74	
Total Branches					358.15
Total Portland Division					699.26

C. W. Martyn, Assistant Superintendent	**Portland, Ore.**
F. M. Siefer, Assistant Superintendent	**Portland, Ore.**
G. C. Morris, Assistant Superintendent	**Portland, Ore.**
F. Hanssen, Assistant Superintendent	**Portland, Ore.**
C. H. Spencer, Assistant Superintendent	**Portland, Ore.**
J. I. Love, Dispatcher	**Portland, Ore.**
O. Olsson, Dispatcher	**Portland, Ore.**
C. W. Grubbs, Dispatcher	**Portland, Ore.**
D. J. McLardy, Dispatcher	**Portland, Ore.**
F. W. Cantrell, Dispatcher	**Portland, Ore.**
W. M. Scherr, Dispatcher	**Portland, Ore.**
J. L. May, Assistant Superintendent	**Roseburg, Ore.**
J. E. Enger, Dispatcher	**Roseburg, Ore.**
L. S. Taylor, Dispatcher	**Roseburg, Ore.**
S. J. Stewart, Dispatcher	**Roseburg, Ore.**

F. L. BURCKHALTER, *Superintendent*, - - - - - - - *Portland, Oregon*



MAP
OF THE
PORTLAND DIVISION
S.P.CO.

SEPTEMBER 1914

J.F.M.

SCALE OF MILES

10 5 0 10 20 30
PORTLAND AND VICINITY
Scale of Miles
PORTLAND
VANCOUVER
UNION DEPOT
EAST PORTLAND
BROOKLYN
WASHINGTON CO.
MULTNOMAH CO.
CLACKAMAS CO.
OREGON CITY
WASHINGTON
MT. RAINIER FOREST RESERVE
CLARKE
SKAMANIA
CLATSOP
COLUMBIA
WASHINGTON
MULTNOMAH
HOOD RIVER
TILLAMOOK
YAMHILL
CLACKAMAS
OREGON NATIONAL FOREST
WASCO
POLK
MARION
LINCOLN
LINN
BENTON
SANTIAM NATIONAL FOREST
LANE
CASCADE NATIONAL FOREST
CROOK
DESCHUTES NATIONAL FOREST
PAULINA NATIONAL FOREST
DOUGLAS
UMPQUA NATIONAL FOREST
COOS
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
CRATER NATIONAL FOREST
JACKSON
SISKIYOU NATIONAL FOREST
JOSEPHINE
CURRY
OREGON
PACIFIC OCEAN
SALEM
ALBANY
CORVALLIS
EUGENE
ROSEBURG
MEDFORD
ASHLAND
KLAMATH FALLS